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Vol. CCI, No. 2617
APRIL 1, 1950

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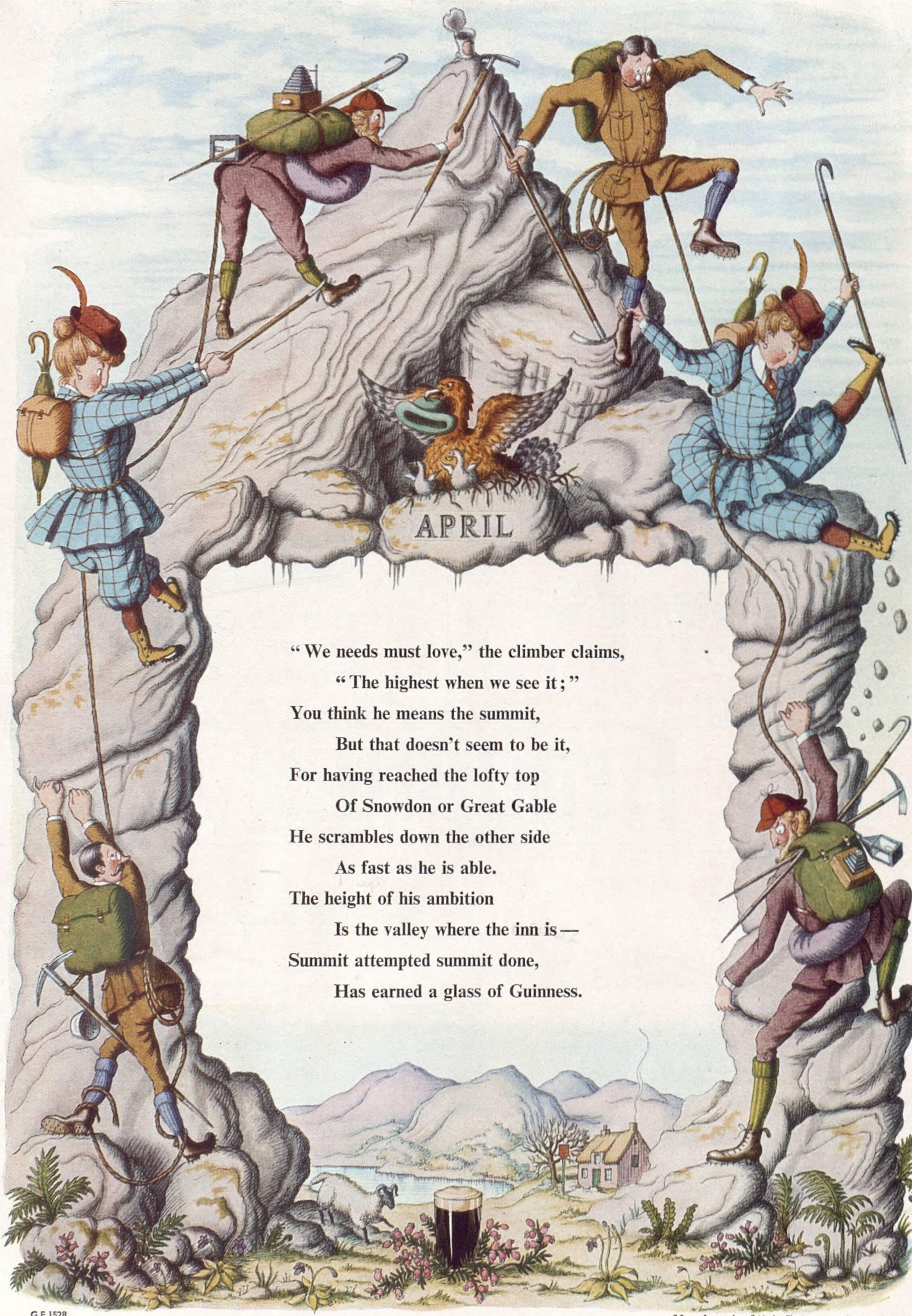


"We needs must love," the climber claims,
"The highest when we see it;"
You think he means the summit,
But that doesn't seem to be it,
For having reached the lofty top
Of Snowdon or Great Gable
He scrambles down the other side
As fast as he is able.
The height of his ambition
Is the valley where the inn is—
Summit attempted summit done,
Has earned a glass of Guinness.

G.E.1528

Number 4 of "A Guinness Sportfolio"

Volume CCI No. 2617 The SPHERE, London, April 1, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THRILLS AND SPILLS OF THE 1950 GRAND NATIONAL—SOME OF THE MANY CASUALTIES IN THE VAST FIELD OF FORTY-NINE RUNNERS WHICH CONTESTED LAST SATURDAY'S RACE AT AINTREE: On the ground (nearest camera) is F. O'Connor, whose mount, Tommy Traddles, is seen galloping away from him. Also down are Cottage Welcome, on whose reins jockey Hook still keeps a hold; and Comeragh, who had never before fallen in a race. Striding down the centre is Barney VI (No. 30), with T. P. Burns up. Of the forty-nine starters, only seven completed the gruelling course of 4½ miles

In brilliant sunshine in the presence of the Royal family, the favourite, Freebooter, won the Grand National last Saturday, and the great race lived up to its reputation for providing thrills and spills. It was a black day for the bookmakers, as Freebooter was a firm favourite and was coupled in many spring doubles with the winner of the Lincoln, Dramatic. Yorkshire-trained horses filled the first three places, Mrs. Brotherton's Freebooter, trained by R. Renton, near Ripon, being followed home by Wot No Sun, trained by Crump at Middleham, and Acthon Major, trained by W. Easterby near Tadcaster. Monaveen, jointly owned by the Queen and Princess Elizabeth, came in fifth, having blundered badly at the end of the first circuit. It was a good example of the uncertainty of the National that the first four horses in the race last year all failed to get even half-way round on this occasion. Russian Hero, winner in 1949, actually fell at the first fence this time. (See also pages 4 and 5 of this issue)

Postage—Inland, 2d.; Canada, with Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Spare the Rod . . .—This question of flogging has been ventilated as thoroughly as it was thirteen years ago. Quite inevitably it is highly controversial. Let us marshal a few salient and more or less agreed facts. 1. *Prevention is better than cure.* Yes, but not everybody altogether accepts that, and the "humane" reforms of the Act of 1948 were much more concerned with cure than the times warranted. For prevention implies an adequate police force, the discipline of a well-housed, religion-based family life and every sort of healthy interest for young people, youth clubs, and so on. These factors were not present in 1948 and are not to-day. 2. *The police are not the only human agents of prevention.* The magistrates and judges are partners. If the judiciary is inefficient, the police are discouraged and handicapped. The High Court judges have never recommended abolition of whipping, merely of flogging. Always they have consistently advocated retention of their right to order a whipping in special cases. 3. *Vindictive punishment is not the right kind of punishment.* It is true that "vindictive" measures have usually followed crime "waves" which have shocked or frightened the public. It is argued that these "waves" died a natural death and not as the result of the new punitive measures. Statistics prove anything. What is certain is that High Court judges, following crime waves, invariably use such powers as they have to check it. 4. *The new Act has put lay magistrates in a humiliating position.* They are compelled, by their limitations, to weaken the deterrent majesty of the law. Lay magistrates, or a *majority*, have opposed and still oppose corporal punishment. As a body, they don't possess the logic and the relevance of High Court judges. But they have enough experience of juvenile and confirmed criminals to cry out for more discretion and stronger penalties than the new Act gives them. As things are to-day, I incline to the view that High Court judges should possess every deterrent power not proven outworn, with discretion to use them in the special circumstances which they alone can determine. That discretion would seldom, if ever, be abused.

A Sound Suggestion.—One word more on this contentious subject and very grave issue. No one denies that—statistics or no statistics—crimes of violence are scandalously high in England (a nation which is a model of order and decency), and that juvenile delinquency is alarming. The Lords have recognised its gravity and given two full days to debating the subject. I know too little of Parliamentary procedure to declare that it strikes me as comic for the Government spokesman (the Lord Chancellor) to announce the Government's decision early on the first day of the debate, before half the pundits have developed their arguments. But so it was. The Government has no intention whatever of re-introducing any form of corporal punishment. That being so, the judges will continue, while necessary, to lengthen prison sentences. Sir L. Dunne made the other day a valuable suggestion which is worth exploring, whereby those longer sentences could be made more *productive* to the nation, more curative to the criminal. I quote from *The Times*: "He suggested that our present system of sentences was out of date. Suppose they said to a man when he had reached a certain stage of criminality, 'You are going to prison, and it will depend on you how long you stay. While there you are not to be a drone. You are going to earn good money.' The rate for the job would be paid, and of the money earned some would be deducted for the man's keep, some for the upkeep of his dependents, some for compensating those he had injured, and a certain amount would be banked so that the offender would have a sufficient sum with which to set himself up again. Such a man would no longer be able to say, when he left prison, that he never had a chance."

"Approved Schools."—It was to be expected that Lord Goddard's cited letter from a boy in a remand home who had been convicted of a brutal assault on a girl would evoke warm response from those who regard the "Approved School" as totally adequate for the reform and punishment of young criminals. The boy was not *in* such a school. The remand home was a halfway house to it, and the ignorant may confuse the two institutions, the one for the unconvicted, the other for the proven. This beastly boy found the remand home too much like Eton, without its disciplines. He is not an isolated case. Even politer circles of the criminally-inclined afford examples. Read some of the letters written by the fair Madeleine Smith from Barlinnie gaol. A lot about her own charms, very little sorrow for Angelier, a good deal that was neither modest nor "suitable" in the Victorian convention. True, he deserved none and she was a non-proven poisoner; but . . . when at last a place *is* found for the modern young blackguard in the approved school, the curative treatment carried out will satisfy the Juvenile Court who sent him there, perhaps. And if it fails to break down his hard core, are there not worse places, the detention centres, which the Criminal Justice Act 1948 prescribes *but does not provide*? There is the rub. That 's the weak point of most of our humane reforms, whether it be criminal justice or Health Services. These Acts are all rushed into practice before the conditions on which they are based, are born or thought of. Hence the crime wave, hence the unforeseen waste of millions, the stuttering and stalling of the brand new machines.

RESTORING THE MERCHANT TAYLORS' HALL AT ALDWARK, YORK—WORK IS IN PROGRESS ON THE ANCIENT HALL WHICH, IT IS HOPED, WILL BE COMPLETED IN TIME FOR THE 1951 FESTIVAL: The roof of the hall, situated at the base of the city wall mound, has already been repaired but the interior repanelling has still to be carried out. The earliest record of the hall dates from 1415. Originally the hall of the Confraternity of St. John the Baptist, it later became the property of the Taylors' Guild. It has three sections, the little hall, the great hall and the tenement. Normally the inside of the great hall is wainscotted. Between the door leading to the little hall and the window to the south is a little minstrels' gallery, from which the waits may have sung. The large fireplace opposite the little hall is surmounted by a painted board bearing the arms of the London Drapers' Company. The beams of the great hall were obscured by a ceiling erected in the eighteenth century, but this has since been removed. The little hall, also called the Counsel House or Counting House, is of later construction, but certainly prior to 1589. A large forecourt to the hall is also being prepared

London and the Provinces.—Fifty years ago it would not have appeared quite outrageous (whether or no the question arises) if the British Government had made an important international decision (such as a naval treaty with Japan) before it had received, after exhaustive conferences, the unequivocal agreement on every point by (say) the Government of Australia. Fifty years ago London was the acknowledged capital of civilisation, and as such representative of national opinion. I am bound to say that the Lord Mayor of London seems to have been somewhat *Edwardian* in his lone-hand launching of our National Thanksgiving Fund. Liverpool, Manchester, Birmingham and the rest of our enormous provincial capitals mean to-day so much in our national industrial drive, contain and control so vast a proportion of "keymen" in that mighty national effort, that it is almost impossible to believe that the Mansion House could decide the form and object of this national appeal for funds without full consultation with a dozen great cities. The Lord Mayor of Birmingham implies that the provincial Lord Mayors were not consulted at all on this occasion. The objective is so right, so obviously popular, so essentially graceful, that provincial Lord Mayors have not all reacted in the same way. None, I think, has rejected the appeal. One or two have made the gesture of refusing to it their official seal. Indeed, the appeal is so compelling that it cannot be locally killed. This neglect of even formal consultation is acerbated by the fact that London has all the best means of publicity at its disposal. The logistics of London give its Lord Mayor this enormous pull. But he should not abuse it. Clearly in this instance he unwittingly did so.

Filling a Cavity with Gold.—The Controller and Auditor-General's annual report on Civil Appropriation Accounts certainly produced some high-lights on spending for the Health Services—above all, the case of the Scots dentist who for months on end had earned £100 a day—having netted £18,000 in less than six months. I fancy dentists here and there have been killing themselves by overwork. Whether a reduction of two-and-a-half days' earnings in our Scots example's harvest proved a sufficient hint to him to consider his health we do not know. We learn from the report that 1,300 dentists obtain £6,000 a year or more under the N.H.S. alone, and many have private patients, and we learn also that 60 per cent. in the scheme earn from it more than the maximum conceived. Doctors, who in bulk earn considerably less under the scheme than dentists, are earning 20 per cent. more than estimated. The waste of public money on unnecessary, doubtful and unnecessarily expensive drugs is still enormous. From all this we may conclude that an ex-Chancellor of the Exchequer would make a better Health Minister than Mr. Bevan. For the office clearly calls for some simple acquaintance with arithmetic. Every few months we are treated by Watch-dog committees to these revelations of unspeakable instances of squandering public money. We never hear of any action being taken on them.

Mr. Bevan and the Press.—It is open to argument whether Mr. Bevan is the ideal Minister to come forth as the arbiter of good taste in laying down a code of conduct for the Press. But Mr. Bevan to-day (by order?) is disciplining his own unruly member, and he spoke with moderation on decency and privacy in public life. I have no doubt the humour was unconscious in his phrase: "*We must get some sense of decency in our personal relationships.*" I agree with him: we must. And perhaps he plans to set us an example. He was thinking, of course, of the newest form of very personal columnisation, intimate personalities concerning the private affairs of public, usually political, men which many an old-stager may deplore almost as much as do the victims. But it is fair to say that the important section of the Press to-day still preserves the highest integrity, responsibility and dignity. This Mr. Bevan admitted. And for the rest, some excuses are admissible. They have daily examples of Ministers picking their missiles from the gutter, and they are encouraged to sling back with the same missiles. Even vermin turn.

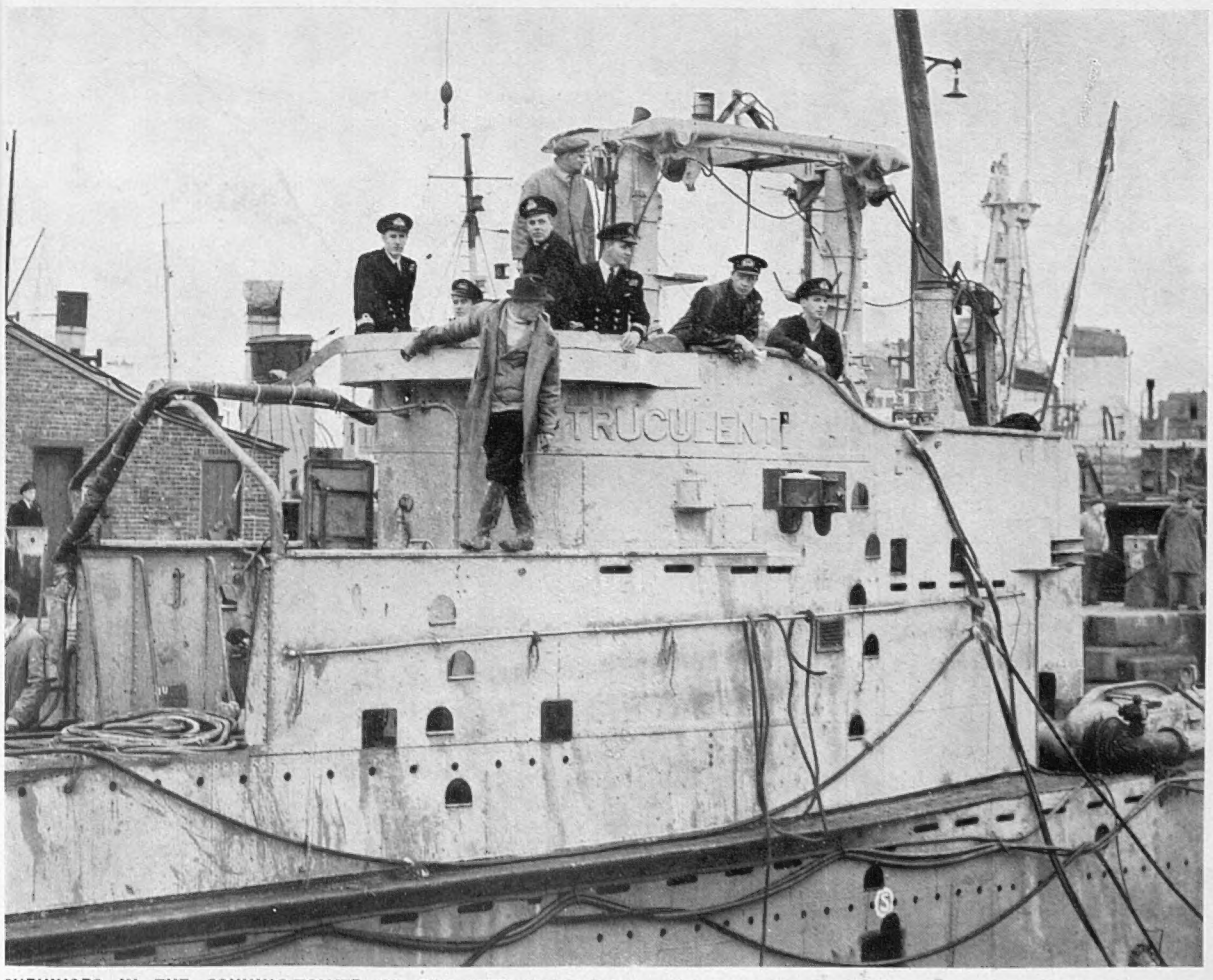
Ignorance is not Bliss.—Civil Defence is not "going too well." That I ventured to prophesy a few months ago when it was launched. "Back to the gas-chamber," I argued, would prove a cry to ears which would not hear, until two things happened—until we recovered from the weariness of two World Wars and were given a few *facts* concerning future forms of terror warfare and mass destruction. To-day we may (or may not) be less war-weary; we are certainly no wiser about what horrors we must combat in our streets and fields. This Government blows hot and cold. It can't make up its mind. Naturally, it hates war as much as you and I do. It can't make up its mind to call a spade a spade. It wants to make us *security-minded* shopkeepers most of the time and occasionally to turn us into "bonny fighters" with no illusions. It is the same thing in German policy. Twice the world has been brought to ruin by German aggression. Is it much to ask that this time we should draw Germany's remaining teeth, blow up their U-boat pens and war factories? That seems bare justice and plain sense. But there is the other side. May we not need these Germans and their war-nastinesses to resist aggression from further East? And so the Government wobbles and the Germans despise us and hate us in a breath. Now at last we are promised a few judiciously selected facts about atom-bomb potentialities. Let us hope that this release will not reduce industrial output and weekly savings.

THE OLD STAGER

WITH THE WHITE ENSIGN FLUTTERING FROM HER CONNING-TOWER THE 1,575-TON SUBMARINE "TRUCULENT," SALVAGED FROM THE ESTUARY OF THE THAMES, IS BROUGHT INTO SHEERNESS DOCKYARD: The *Truculent* had been towed four miles from the Cheney Spit, the sandbank where she was beached last week prior to the removal of the ten bodies of members of the ill-fated crew. Several hundred dockyard workers watched in silence as the *Truculent* entered port. On the bridge of the vessel were four of her survivors, among them Lieutenant C. P. Bowers, who was in command at the time of the collision with the Swedish tanker *Divina*. The *Truculent* fund on behalf of dependants has exceeded the target of £20,000 set by its organisers

"TRUCULENT" REACHES PORT

The Salvaged Submarine is Towed into Sheerness



SURVIVORS IN THE CONNING-TOWER OF THE "TRUCULENT" AS SHE REACHED SHEERNESS: On the left is Lieutenant C. P. Bowers, who was in command of the submarine at the time of the collision. Lieutenant J. N. Humphry Baker, the navigating officer, is seen third from left, and Lieutenant J. E. Stevenson, engineer, is seen second from right. Lieutenant Bowers has now temporarily left the submarine service and has been appointed to the 23,000-ton aircraft-carrier *Indefatigable*, now being converted into a floating school at Devonport

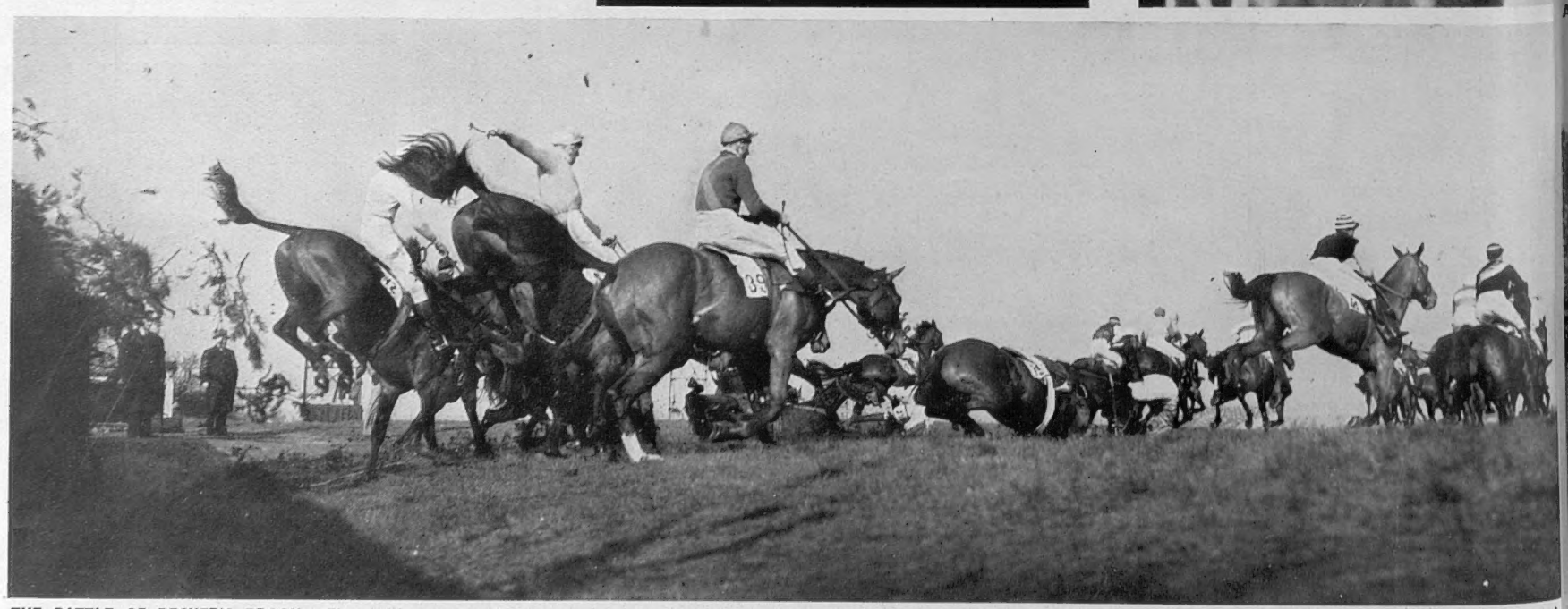
THE "TRUCULENT" REACHES DRY DOCK AT SHEERNESS: The submarine seen at the end of her journey from the Cheney Spit, which was accomplished in calm weather

THE FIELD TAKING BECHER'S BROOK ON THE FIRST TIME ROUND : In the lead and jumping side by side were Monaveen, jointly owned by the Queen and Princess Elizabeth, and Freebooter (right), the eventual winner of the race. Nearest the camera and making one of his usual prodigious leaps is Roimond, which came down at the next fence when apparently going as well as any. Freebooter began to fall back after disputing the lead initially, and it was not until the final stages of the race that Mrs. Brotherton's horse began to thread a way through the diminishing field. Falls by Angel Hill and Cloncarrig, which both led during the last mile-and-a-half, finally left Freebooter in front and he came home an easy winner by fifteen lengths

AFTER THE BATTLE OF THE FIRST FENCE : Six jockeys pick themselves up, the field having thundered by. It was at this first obstacle that Russian Hero, the winner in 1949, Tommy Traddles, Zarter, Cottage Welcome, Comeragh, which had never before fallen in a race, and Skouras came to grief. Before ten fences had been jumped there were no fewer than twenty-four casualties

FREEBOOTER'S GRAND NATIONAL

The Favourite Wins the Great Steeplechase After the Usual Aintree Thrills



THE BATTLE OF BECHER'S BROOK : The field, now beginning to spread out and to thin out, clearing the first of the major obstacles. Cavaliero, Battling Pedulas, ridden b the American steeplechase champion jockey Marzani, Gallery and Ardnacassa all fell at Becher's the first time round. The leaders set such a cracking pace fro the outset that casualties among those behind them were bound to be heavy. As usual, loose horses created a multitude of difficulties for those still standin

AN ALMOST HEAD-ON VIEW OF THE GRAND NATIONAL FIELD TAKING BECHER'S BROOK FIRST TIME ROUND: Cromwell, with Lord Mildmay up, is seen in the centre of the picture after taking the fence. He is just behind Safety Loch (hooped cap and cross-belt) and Inverlochy, and apparently going well. It was at the eleventh fence that the well-backed Cromwell had the misfortune to run out when baulked by the falling Royal Mount. Royal Mount had to be destroyed

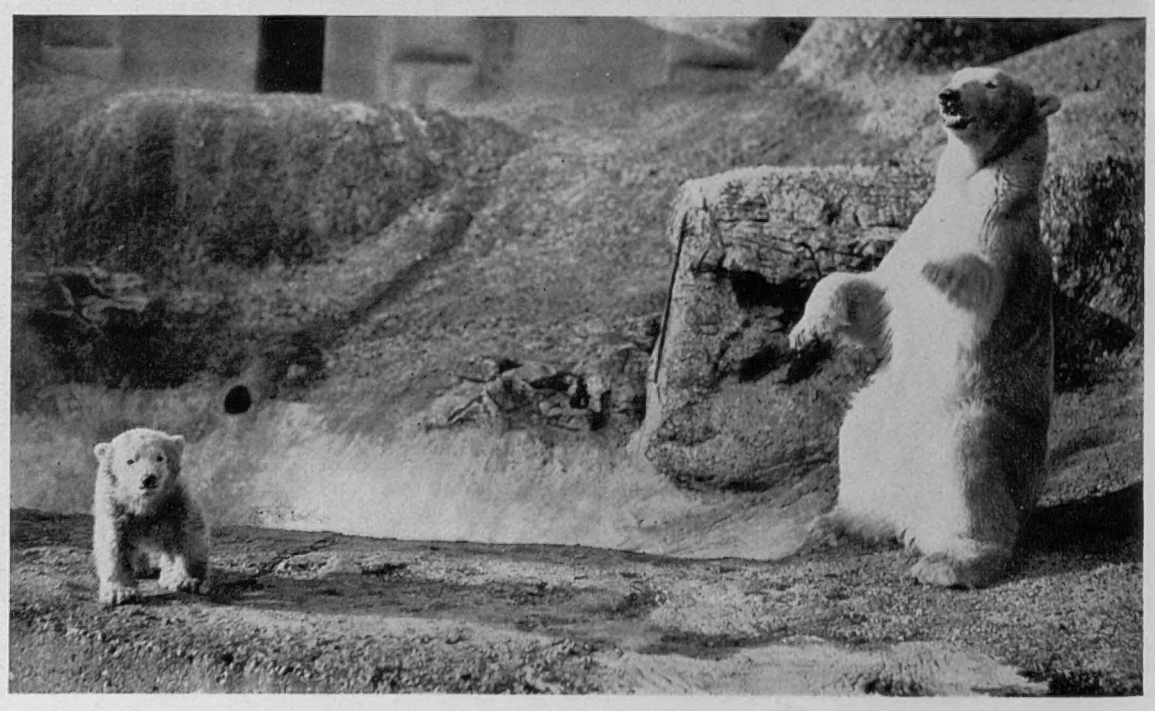
WHEN FREEBOOTER NEARLY CAME TO GRIEF: At the formidable Chair jump before passing the stands first time round Freebooter made an error, and J. Power, losing one of his irons, was thrown right forward on the horse's neck. Power, by brilliant jockeyship, gradually climbed back into the saddle and gave his horse an easy spell before pushing on in pursuit of the leaders. No. 32, just ahead of Freebooter, is Column, which stayed well up with the leaders until the twenty-third fence, when falling in company with the well-fancied Shagreen

THE VICTORIOUS FREEBOOTER CANTERS PAST THE POST: Mrs. Brotherton's fine horse winning the Grand National with J. Power in the saddle. Cloncarrig's fall at the penultimate fence when racing neck-and-neck with Freebooter robbed the race of its final thrill

BRUMAS ROMPS WITH HER MOTHER

The Zoo's Young Polar Bear at Play on the Mappin Terraces

BRUMAS HAS A DAY OF FUN AND GAMES : The London Zoo's young polar bear, now four months old and still drawing crowds to the Mappin Terraces at Regent's Park, is seen in these pictures with her mother, Ivy, who takes a tolerant view of a bitten ear and other impertinences of her engaging offspring. Brumas, daughter of Mischa and Ivy, has survived longer than any of the twenty other polar bears born at the London Zoo. This coming summer she will no doubt prove an immense attraction, although it is possible that by then she will have lost some of her entertaining ways which now make her such a delight to watch



SKI-JUMPING AT HAMPSTEAD

LONDONERS SEE SOME OF THE GREAT SCANDINAVIAN EXPONENTS OF THE ART

In very unwintry weather Londoners enjoyed last week some of the thrills of ski-jumping, and if their applause sometimes went for those who ended deepest in the straw laid at the bottom of the run rather than for those who showed greatest mastery of the technique, it in no way detracted from a pleasant international occasion. Scandinavian voices were much in evidence among the crowd. Forty-five tons of snow were imported for the event. This came in specially designed crates, and once it was exposed to the air it was kept in suitable condition by the application of dry ice and a material known as snow cement, which helped to bind it, and thus keep the right consistency for jumping.

All the twenty-five Norwegians who took part are amateurs, who practise this dangerous sport purely for the fun of it. Among them were Hans Björnstad, the reigning world champion, who recently jumped the incredible distance of 135 metres, and the famous Reider Andersen, three times Norwegian champion. A specially warm cheer was given to Jan Dag Stöa, a boy of thirteen, who made the first jump; he is the Norwegian team's mascot. Of the more senior members of the team, several made jumps of 90 ft. and scored as many as 17 points out of a possible 20 for style. The longest jump, 93 ft., was made by Reider Andersen—one of the veterans. Hans Björnstad, winner of the world championship at Lake Placid this year, made a jump of 90 ft. and gained highest points for style

20,000 LONDONERS FLOCKED TO SEE THE SKI-JUMPING CONTEST STAGED ON HAMPSTEAD HEATH: A competitor in action on the artificial slope rigged up for the Anglo-Norwegian event organised by the Central Council of Physical Research in collaboration with the Ski Club of Great Britain and the Oslo Ski Association in aid of the National Sports Development Fund. Forty-five tons of snow were imported for the occasion, and spread over matting laid on the wooden jump. Straw was piled at the end of the run

ARNE NILSON MAKES A DEMONSTRATION LEAP: The Norwegian jumper, three times champion of his country, in action at Hampstead

WINTER SPORT ON A DAY OF BRILLIANT SUNSHINE: The vast crowd at Hampstead Heath watching the jumping in progress. The Hampstead jump was too small for any demonstration of the Norwegians' full powers

THESE JUMPERS KNOW HOW TO FALL: Albert Collett, a member of the Ready Ski Club of Norway, about to fall on his left side on completing a jump. Straw was packed at the edges of the snow, and there was a great bank of it at the end of the outrun

MECKLENBURGH SQUARE

FROM THE DAYS OF THE GORDON RIOTERS TO ITS NEW POSITION IN THE HEART OF STUDENT LONDON

When, under the Act of 1794, London's Special Commissioners turned their attention to Bloomsbury they laid out the quietly respectable residential squares with the Germanic names—Brunswick Square and Mecklenburgh Square. From then on this part of London renounced its lurid past in favour of residential respectability; forgotten were the days only fourteen years before, when, in the open fields behind the Foundling Hospital, Lord George Gordon, the hero of the mob, and the other ringleaders of the "No Popery" zealots had met at the notorious Boat Inn; almost forgotten, too, was the great fire which they started, involving half London and causing a panic of a week's duration.

Indeed, as the Georgian era drifted into the Victorian Age, Mecklenburgh Square came more and more to represent the respectability and quiet elegance of prosperous middle-class London. Lord Macaulay, a resident, wrote more than once of "the quiet folks who live in Mecklenburgh and Brunswick Squares." The folks themselves probably did not find his Lordship anywhere near so quiet. In Brunswick Square, as one of them tells us, the great historian would pace up and down with one of his sisters, Margaret or Hannah, for a couple of hours at a time, talking incessantly on politics and literature or "deep in the mazes of the most subtle metaphysics."

INAUGURATING THE THANKSGIVING FUND: Princess Elizabeth and the Duchess of Kent with Sir Frederick Rowland, the Lord Mayor, at the reception preceding the Guildhall Banquet at which the appeal was launched for £2,000,000 to be used to found a centre in London for students from the Commonwealth and America, the centre marking Britain's gratitude for war-time food parcels and other help given by the Commonwealth and the United States

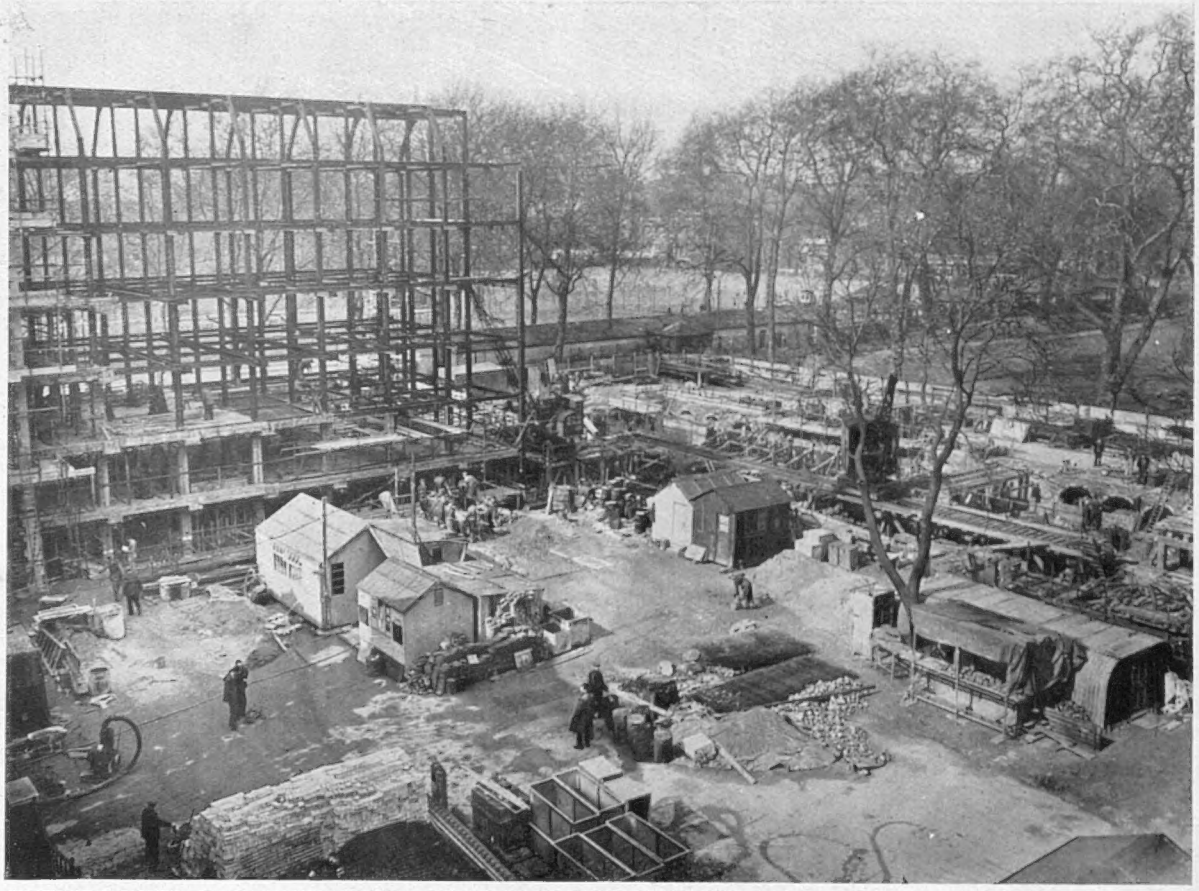
THE LORD MAYOR OF LONDON SPEAKS AT VINTNERS' HALL ON BEHALF OF THE THANKSGIVING FUND: On Sir Frederick Rowland's right hand is Sir Eric Machtig, Chairman of the Working Committee of the Thanksgiving Fund. On his left is Brigadier Pepper, organising secretary.

With the twentieth century Bloomsbury began to decay, but as the years have rolled on there has emerged, too, a new life, the life of student London, and as London University has progressed, so has this whole area taken on a new vitality.

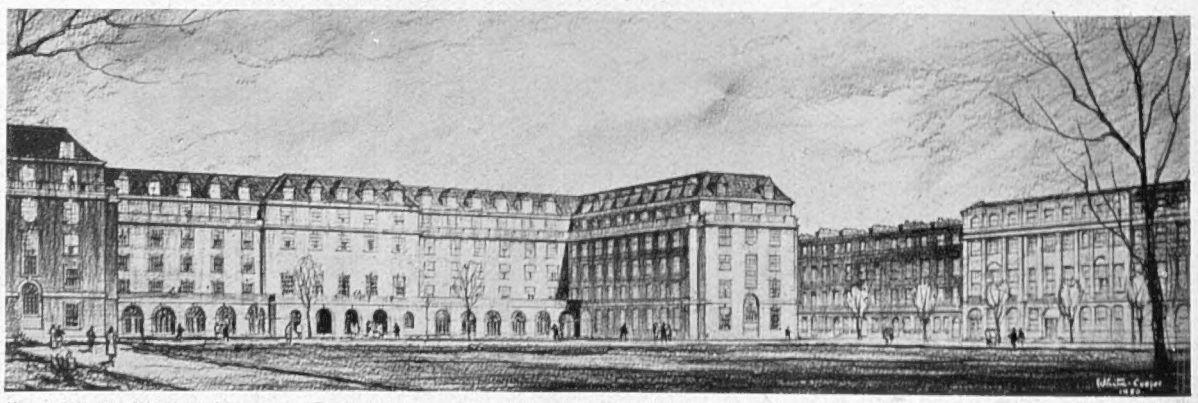
Now comes further news of developments in Mecklenburgh Square. Under the £2,000,000 Thanksgiving Fund launched by London's Lord Mayor as a thankoffering for all the gifts made to Britain during the war, it is planned to erect an £800,000 building for married and women students from the Commonwealth and the United States. This will be on the opposite side of the square to London House, the residential hall for men students from the Commonwealth, which is close to the main London University buildings, the Inns of Court, the British Museum and the great teaching hospitals. It is also planned to reconstruct the Georgian houses on the east side of the square for men students from the United States of America. This will cost a further £250,000 and £600,000 will be set aside for the upkeep and maintenance of these two buildings and of London House. At the same time £150,000 will be earmarked for the overseas students' hall in Scotland, The Burn, Edzell, Angus. A sum in the region of £2,000,000 will be needed to carry out the whole plan, but as the Lord Mayor of London has so rightly said in his appeal, "anything less is unworthy of the occasion."

And so Mecklenburgh Square enters on a new and greater period of usefulness. It will be, as Mr. Churchill has said, "a monument in the form of a living institution which will not only proclaim to future generations our gratitude, but will stir into reviving life the forces of brotherhood which united us in the war."

The Lord Mayor's Fund received a great send-off at the banquet at which Britain's wartime Premier spoke these words. The King and Queen were among the first donors to come forward, and from towns and cities throughout the country, with a few notable abstainers, support has come in generous measure.



EXTENSION WORK IS EVEN NOW GOING ON IN MECKLENBURGH SQUARE: Steelwork for the enlargement of London House, the collegiate hall of residence. Under the £2,000,000 Thanksgiving Fund the residential centre for students from the United States and the Commonwealth will be brought into being, and in addition some of the fine old houses in the square will be restored in order to provide adequately for men students from the United States



"A LIVING INSTITUTION TO PROCLAIM TO FUTURE GENERATIONS OUR GRATITUDE": This is an artist's view of the developments planned for the Mecklenburgh Square site by the Lord Mayor's Fund. Left, the proposed new building for married and women students from the Commonwealth and the U.S.A.; right, a portion of the Georgian terrace to be reconstructed to accommodate American men students. The building on the left will match London House, the Commonwealth men students' residential hall, on the opposite side of the square

SUPERFORTS JOIN THE R.A.F.

American Bombers Arrive in Norfolk

On left—**WITH ONE ENGINE OUT OF ACTION A SUPERFORTRESS PREPARES TO TOUCH DOWN AT MARHAM AERODROME, NORFOLK, AFTER COMPLETING THE FLIGHT FROM ANDREW'S FIELD, MARYLAND, BY WAY OF THE AZORES :** The bomber was one of the first four of the seventy B 29's which Britain is receiving from the United States under the 1,000,000,000-dollar Mutual Defence Assistance Programme. The B 29's are the first military-aid equipment to be delivered to Atlantic Treaty countries

THE STARS AND STRIPES AND THE R.A.F. ENSIGN FLY SIDE BY SIDE AT THE INAUGURAL INSPECTION AT MARHAM AIRFIELD : Mr. Arthur Henderson, Secretary of State for Air, and Major-General Leon Johnson, Commanding the U.S. 3rd Air Division, walking past the American and British guards of honour after inspecting one of the first of the Superforts to be delivered to the Royal Air Force. Addressing a large gathering of officers and men of both air forces, Mr. Henderson said the B 29's would be a considerable addition to the striking power of R.A.F. Bomber Command, and he hoped that after the seventy already allocated to Britain had arrived, others would also be sent. "They afford further evidence of the way in which co-operation in peace is possible between two free and independent countries," he added. "These Superfortresses will never be used for purposes of aggression; they will never be used except in conformity with the charter of the United Nations." General Johnson said "They would not strike out, they would only strike back"

AMERICA ADOPTS FLIGHT REFUELLING FOR HER BOMBER FORCE—A SUPERFORTRESS DEMONSTRATING WITH A TANKER OVER THE PACIFIC OCEAN NEAR SEATTLE : In the picture on the left a member of the crew of a B 29 tanker is seen about to lower the refuelling boom to a B 50. In the centre is a view of the tanker as seen from the Superfort about to take on the load. The arrow indicates the position of the boom operator. The wings on the boom are known as "ruddevators" and govern the movements of the boom. The nozzle in the foreground fits into a socket on the B 50, which, as shown in the picture on the right, is in process of taking on fuel after the link between the two aircraft has been made. The flight-refuelling process, enables bombers to carry very much heavier loads than they would normally lift from the ground

NEWS FROM EUROPE AN THE AMERICAS

A Pictorial Survey of Foreign Affairs

VENICE—THE FOCAL POINT OF THE ITALIAN STRIKES—A BATTLE WITH THE POLICE IN THE NORTH-EASTERN CITY AND ITS REPERCUSSIONS IN TEN ITALIAN PROVI

***Left*—A gathering of strikers in St. Mark's Square, Venice. They had moved in from Mestre, on the mainland, carrying at their head the bloodstained clothing fellow-worker who had been wounded in a clash with police on the previous day. *Right*—The Communist Mayor of Venice, who gave the signal to start the**

In mid-March in ten provinces Italy was disrupted by a Communist-led strike, and last week there was a twelve-hour general strike throughout the country organised by the Communist-dominated Confederation of Trade Unions (*see* page 7). The strike was fully observed only in the big factories, but there were many clashes with the police, and at one time it seemed that the strike was beginning to take the form of an insurrection, although the Communists claimed that they were "defending civil liberties within the framework of the Constitution." The first of the big strikes occurred in Venice when the city, which is led by a Communist Mayor, was almost isolated from the mainland, the railroad service and ferry services being interrupted. The trouble began at Porto Marghera, near Venice, where the Breda factory is situated. The workers there had been without full pay for some weeks, and apparently clashed violently with the police. police are said to have fired on the demonstrators in self-d after one captain of carabinieri, one police official and mor twenty carabinieri had been wounded by the new missiles, are being used by the Italian workers. These missil described as slightly elongated steel balls about one-c the size of an egg. Their potency is obvious.

THE CORINTH CANAL IS AGAIN SHUT TO SHIPPING : Dredging craft at work in the canal after a recent earthquake which caused the "cut" to be closed. The canal was blocked towards the end of the Second World War through the action of retreating German forces, and it was reopened last year by Greek engineers, who were financed by E.C.A. funds. The latest closure is not likely to last long, as only part of the northern end of the canal was blocked by the earthquake. The canal cuts across the Isthmus of Corinth, connecting the Saronic Gulf with the Gulf of Corinth and shortening the journey from the Adriatic to the port of Athens by just over 200 miles. A canal was begun across the Isthmus by Nero in A.D. 67

A MOAT TO CURB THE ENTHUSIASM OF FOOTBALL FANS : To prevent the field of being invaded by spectators the giant new stadium at Rio de Janeiro, w the world Soccer championships will be decided this year, is being pro with a water barrier of over 6 ft. between spectators and players. The w idea has dangerous possibilities, and has aroused mixed views in Brazil's

KANSAS CITY, MO, PREPARES TO BROADCAST THE ART OF WINSTON SPENCER CHURCHILL : Mr. William R. McCloskey, business manager of the Hallmark Greeting Card Company, showing one of Mr. Churchill's paintings to Mr. R. B. Hall, President of the Company, and Miss Virginia Hogan, secretary, when the first consignment of canvases arrive from London by air. Over a period of three years Mr. Churchill's paintings are to be made into greeting-cards. The picture being displayed by Mr. McCloskey is entitled "Mill Pond with Reflections on Water"

ART, TOMATO PASTE AND LOAF CHEESE ARE SOLD SIDE BY SIDE IN CALDWELL, NEW JERSEY : T windows of a store in Caldwell, where original oil paintings by contemporary American artists a offered at prices ranging from ten dollars to 100 dollars. The customer is invited to take h or her choice off the wall, and pay for it at the cash desk. The same store announces Americ loaf cheese at 45 cents per lb., tomato paste and Libby's peas, all at bargain basement price

MERICAN SOLDIERS FOUND GUILTY OF KIDNAPPING A MAN AND SELLING HIM TO THE RUSSIANS IN THE SOVIET ZONE OF AUSTRIA : Sergeant John T. Frankey of New York and Corporal Paul E. Abel of Bolivar, Missouri, discuss their defence with Major Cox and Major Routledge during their court martial in Salzburg. Frankey was sentenced to fifteen years' imprisonment and Abel to twenty years, both with hard labour, when they were found guilty of luring Oswald Eder, an Austro-Rumanian, from the British Sector of Vienna, through the French and American Sectors into the Soviet Zone of Austria, and of delivering him there by force and for pay to Soviet agents. Eder, born in Rumania, had twice changed his nationality and had been deported from Britain to Austria. Evidence indicated he had been acting as a spy, for the West. Frankey's and Abel's offence is believed to be unique in American military history. Their sentences are to be reviewed

COMMUNIST YOUTHS ON TRIAL IN BERLIN : These five members of the F.D.J., the Communist Youth Organisation in the Soviet Sector of the city, were among fifty-five boys and girls arrested recently in West Berlin. The five were charged with distributing pamphlets and generally making propaganda for the Whitsuntide march in which East Berliners threaten to invade West Berlin. With the exception of one, all five youths answered the accusations of the judge with propaganda speeches drilled into them by leaders of their organisations. They were given prison sentences of three weeks. The majority of the fifty-five youthful prisoners were sent home after preliminary hearings, but it was obvious that all of them were acting in accordance with a programme designed to create unrest and disturbance in Western Berlin. One poster, which the youths were sticking up on walls when apprehended, read as follows : "The National Front of democratic Germany is on the march in all Germany. It develops, it convinces and organises, and to-morrow it will liberate all Germany"

INLAND APPOINTS A MIDDLE-OF-THE-ROAD CABINET : President Paasikivi (centre) with members of the Coalition Minority Government of the Centre parties, which has been formed under the leadership of Dr. Urho Kekkonnen, Agrarian leader and Speaker of Parliament. This union of the Agrarians, the Finnish People's Party and the Liberals represents only seventy-five seats, but it is believed that Conservatives will give it full support and thus assure a majority in the House. Finland had been without a Government since March 1, when the Social Democratic minority of Karl Fagerholm resigned office. Efforts to form a broader coalition failed because the Social Democrats refused to co-operate with the Communists. From left to right: Vihtori Vesterinen, second Minister of Social Affairs; Kauno Kleemola, second Minister of Communications and Public Works; Heikki Kannisto, Minister of Justice; Sakari Tuomioja, Minister of Trade and Industry; Ake Gartz, Minister of Foreign Affairs; President Paasikivi; Urho Kekkonnen, Prime Minister and Minister of the Interior; Ralf Torngren, Minister of Social Affairs; Vieno Sukselainen, Minister of Finance; Taavi Vilhula, Minister of Agriculture; Martti Miettunen, Minister of Communications and Public Work; Lauri Riikonen, Second Minister of the Interior; and Kustaa Tiitu, Minister of Defence

MARSHAL TITO DANCES IN THE STREETS OF KOLA DURING AN EVE-OF-THE-ELECTION VISIT : The Marshal wound up his campaign with a series of personal appearances in many parts of Yugoslavia. Wherever he went he informed audiences there was no shadow of truth in the rumours that he was contemplating initiating negotiations with Russia

THE BATTLE OF THE MARKS IN BERLIN : Crowds outside an exchange office in West Berlin, where they thronged forward with East marks in the hope of exchanging them for the more stable West marks. At one point the East mark fell to 9·1 against 1 West mark, a clear indication of the comparative strength of the East and West economies, and this despite the fact that West Germany has 2,000,000 unemployed. Heavy sales of the East mark began as a result of renewed fears of a currency reform in the East Zone. The depreciation has meant hardship for Western Berliners who earn their money in the Soviet Sector

A ROBOT DEMONSTRATOR AT FRANKFURT FAIR : Over 1,000 exhibitors are showing their wares at this year's Spring Fair. The robot in the above picture is attracting crowds to a motor-cycle stand. It can start the engine, change gear, apply the brake at the correct time and turn the twist grip on the handlebars

ANNO SANCTO

Aspects of Rome in the First Months of the 25th Holy Year

REPAIRING THE 1,000-YEAR-OLD WALL OF THE VATICAN : A policeman stands on guard as workmen compress earth into the base of the 100-yards-long section of new wall which is being built after a 3-ft.-wide crack had been discovered at the rear of the Vatican

FILLING A HOLE IN THE VATICAN WALL WITH NEW BRICKS : A labourer works on another section of the wall where a smaller crack was located. When the hole is filled with new bricks, the original stones will be used to seal up the spot

HOLY YEAR PILGRIMS TO ROME : Every day sees more visitors, some in organised parties, others who have travelled by less orthodox ways. In the above picture, two Austrian pilgrims, who took two months to walk the whole way from their homes, arrive in St. Peter's Square. On the right are two cyclists from Belgium

Pope Pius XII has declared that Holy Year is not to be a conceited display of Roman Catholic strength in the sense understood by the world, which made success consist of the momentary plaudits of vast masses. It must instead be characterised as "the year of the great return, the great pardon, in the measure at least that our present age, even very recently, has been the epoch of apostasy and guilt." The twenty-fifth Holy Year began with the impressive ritual of the opening of the Holy Door at St. Peter's.

Some 3,000,000 people are expected to visit Rome this year. Already many have arrived and hotels and hostels are booked to capacity. Each day, too, sees the arrival of pilgrims, singly and in small parties, who have made the journey on foot, on bicycle and on horseback.

PREPARING THE ORIGINAL STONES FOR REPLACING ON THE FACE OF THE NEW WALL : Most of the stones which were removed have been cleaned and stored. They will be replaced, wherever possible, when the gap has been filled. For the first time the 1,000-year-old wall of the Vatican no longer completely encircles the tiny State. Engineers recently had to tear down a part of the ancient wall, which was constructed under Pope Leo IV., when they discovered a 3-ft.-wide crack at the rear of the Vatican. A 100-yards section had to be torn away and new earth has been brought to replace the old base of the wall. Experts hope to start replacing the wall before July. Meanwhile, Italian police guard the "hole in the wall" to prevent any unauthorised persons from entering the Vatican through its unofficial backdoor

POPE PIUS XII CELEBRATES THE ELEVENTH ANNIVERSARY OF HIS CORONATION : The ceremony took place in St. Peter's on March 13. At the right is the altar of the chair, where Mass was officiated by Benedetto Aloisi Cardinal Masella, who was the first Cardinal to be created by Pope Pius XII. Other cardinals are seated on the bench facing the Pope

TELEVISION IN THE VATICAN : Pope Pius XII (seated at right) watches a demonstration of the television transmitter and receiver, made by French technicians, which was presented to him by the people of France. Standing beside the Pope is the French Ambassador to the Holy See, Count Wladimir D'Ormesson, and, behind, are dignitaries of the Papal Court, members of the Ambassador's party and television technicians

THE NEWLY-RESTORED ROOF OF WINCHESTER'S CATHEDRAL OF SS. PETER AND PAUL: With the aid of a supersonic electronic flash, of 1/10,000th of a second, this picture was taken of the finely carved screen and the restored roof of the cathedral. The bosses of the vaulted roof, now seen in all the brilliance of their proper colouring, have been repainted by a working party of women under the supervision of Miss Janet Becker

WINCHESTER'S NEW GLORY

The Roof of the Famous Cathedral as it now Appears After Renovation

At a service of thanksgiving held recently on the completion of the renovation of the roof of Winchester Cathedral, Dr. E. G. Selwyn, the Dean, drew attention to the difficulties of preserving the fabric of some of the great cathedrals and churches of this country. He said it was a question of how long those glorious buildings could be maintained in adequate repair out of such endowments and such freewill offerings as were available. In many cases endowment income had been much reduced by legislation in the past fifteen years, and in every case the purchasing power was far less than it was. "The situation," said the Dean, "is one where I think the State might fairly be asked to help. I know it is sometimes said that this would involve some control by the State of the use of the buildings, but that does not seem so to me." After referring to the taking over by the French Government at the beginning of the century of the care of ancient fabrics throughout France without undue control, Dr. Selwyn suggested that something on the lines of the Pilgrim Trust, on a much larger scale, could well be followed here. The Universities Grants Commission, said the Dean, was another example of a body which did its work with efficiency and yet had complete respect for the independence of those who received grants.

THE INTRICATE CANAL SYSTEM OF THE GEZIRA PLAIN : Main canals and irrigation ditches forming a complicated pattern in the rich cotton-growing area of the Gezira, which in June is to be taken over from private enterprise by the Condominium of the Sudan, the original concessions expiring after the agreed period of twenty-five years. Through the projects carried out at Gezira the dusty plains have been transformed into one of the most fertile areas in Africa

A WATER REGULATOR DAM ON THE MAIN CANAL RUNNING THROUGH THE GEZIRA AREA WHICH PRODUCES A HARVEST OF OVER 800,000 KANTARS OF COTTON IN A SINGLE SEASON : The main source of water for the Gezira area is the Sennar Dam, with its vast storage capacity. Sennar, on the Blue Nile, impounds the flood-waters which come down from Abyssinia between May and September. It has a capacity sufficient to irrigate 3,000,000 acres of desert land

A NEW CANAL BEING DRIVEN THROUGH THE WESTERN AREAS OF THE GEZIRA PLAIN : Construction work in progress under the extension programme which is steadily bringing more acres under cotton cultivation in the Anglo-Egyptian Sudan

SUDAN'S RICH COTTON LANDS T BE NATIONALISED

The Great Irrigated Area of the Ge to be Taken Over by the Condomin

These are days of vast development in the Anglo-E Sudan. In the political field the Sudanese are brought ever nearer to self-determination, and i field of agriculture great irrigation schemes are bein forward to raise the living standard of the Arab no and the riverine cultivators. Most elaborate of agricultural schemes is the Gezira project, which in of this year passes from private enterprise to the of the State.

Gezira lies between the Blue and White Niles, a draws its water from the Sennar Dam. Steadily thr the years since 1926, when Sennar was opened, the under cotton cultivation has increased.

In 1947, when the crop exceeded 800,000 kanta cotton, there was a crisis at Gezira owing to labour shor It was found that neither the nomads nor the s cultivators would take on the seasonal work of gathering, the former being content to live on the accu lated profits of the war years, when they sold their cat high prices to the British Army, and the latter ha become for the time being independent as a result of the considerable enrichment of the earth following the pre year's floods. The two big cotton companies operatin the Gezira area found that the number of Nigerians i Gezira, natives who halt for a short while on their jou to earn sufficient money to complete the Mecca pilgrim was only a partial solution to the shortage of Sudan labour, and they had to comb far and wide in order bring in the harvest. In the end all was well.

The prospects for the Gezira in future years seemingly limitless.

WATER BRINGS WEALTH TO GEZIRA : A subsidiary canal running between the cotton plantation of the great plain. The main canal, which, in turn, draws its supplies from the storage reservoir at Sennar, is marked by the row of "humps" in the background. Since 1925 the Gezira scheme has gone ahead steadily, and cotton is now more than ever the backbone of Sudanese economy. Under private enterprise the plantations have been run as a three-way partnership, with profits split between the Government, the tenant and the private management. Because of political pressure brought by Sudanese Nationalists the old contracts are not being renewed

WAD MEDANI, THE CAPITAL OF THE GEZIRA AREA : This town on the Nile, between Sennar and Khartoum, is the administrative headquarters of the Gezira scheme and has grown rapidly in twenty-five years

A WALKING DRAGLINE BEGINS THE CUTTING OF A NEW CANAL : In a few months the arid plain on the western edge of fertile Gezira will be made to bloom as water begins to flow

1. COLONEL YOUNG, THE CITY'S NEW POLICE CHIEF

2. GUSSIE MORAN DAZZLES CAIRO IN BLACK SHORTS

3. BURNETT YIELDS TO McGRIGOR AT PLYMOUTH

4. PERSIA'S SHAH AND THE BEGUM IN PAKISTAN

5. MARCHESE MARCONI AND HIS FATHER'S SET

PEOPLE: SOME PERSONALITIES IN THE WORLD'S NEWS

1. LONDON CITY'S NEW CHIEF OF POLICE : The Court of Common Council has approved the appointment of Colonel Arthur Edwin Young who now succeeds Sir Hugh Turnbull. Colonel Young, who is forty-three, has been Assistant Commissioner of the Metropolitan Police. When he received his first big appointment at Leamington at the age of thirty-one he was the youngest Chief Constable in the country.

2. SOMBRE BUT SENSATIONAL : Miss Gussie Moran, high-ranking U.S. tennis star and a favourite at Wimbledon in 1949, is seen in this picture wearing black shorts with a black bolero jacket when playing in Cairo recently. This black ensemble has evidently caused as much interest in Egypt as did the "lace panties" worn in the precincts of the All-England courts last year. The New York Fashion Academy has lately listed Miss Moran among America's seven best-dressed women; the Academy noting her ability to wear clothes "in keeping with personal requirements, current fashion trends and the individual budget."

3. A NEW C.-IN-C. AT PLYMOUTH : Admiral Sir Rhoderick R. McGrigor has taken over the Plymouth Command from Admiral Sir Robert L. Burnett. To mark the occasion massed bands of the Royal Marines from the Plymouth Group beat Retreat at Mount Wise cricket ground.

4. THE SHAH AGAIN ON HIS TRAVELS : The Shah of Persia, who has only lately returned from the United States, where he sought aid for his development programme, has been on a visit to Pakistan and is seen in this picture at the State Banquet given in his honour at Karachi by the Governor-General. Beside him is the Begum Liaquat Ali Khan.

5. THE MARCONI JUBILEE BANQUET : The Marchese Giulio Marconi is seen transmitting a message in morse on the set used by his father over half a century ago. The Marchese was attending the Marconi Marine Jubilee Banquet at the Dorchester Hotel, Park Lane. Other guests were the Rt. Hon. Alfred Barnes, Minister of Transport, and Mr. William Davies, the first sea-going wireless operator. It was in 1897 that the Marconi Wireless Telegraph Company was founded, and in 1899 the first signals were transmitted across the English Channel. In December 1901 communication was established between Cornwall and Newfoundland, and a rapid advance was made in communication with, and between, ships at sea.

6. ADMIRAL BERKEY PAYS A CALL ON BAO DAI AT SAIGON

6. OLD GLORY OVER VIET NAM : The United States Seventh Fleet, under the command of Vice-Admiral Russell S. Berkey, recently sent units to Saigon to show the flag in support of the embattled French-sponsored state of Viet Nam, which is in conflict with the Soviet-recognised Viet-Minh regime led by Moscow-trained Ho Chi Minh. Vice-Admiral Berkey himself flew into Saigon and welcomed ex-Emperor Bao Dai, Viet Nam's Chief-of-State, and Premier Nguyen Phan Long. At the same time the United States aircraft-carrier *Boxer* sent out forty-two planes on a flight over Central Viet Nam (Annam) and the port of Tourane. The Bao Dai Government is to have economic support from the United States and Mr. Robert Allen Griffin, head of the U.S. Aid Mission, has drawn up a series of recommendations for putting this into effect.

7. THE GREEKS PREPARE A WORLD-WIDE FASHION CAMPAIGN : Queen Frederika of Greece and Princess Helen of Greece (wife of the King's uncle, Prince Nicholas) attended the National Theatre, Athens, to see "The Show of Greek Fashion" as it was about to launch out on its world tour. New York, Paris and London are all on the itinerary, and the idea is to show up-to-date models inspired by Greek national costumes. The idea for the show came from Mrs. Henry Grady, wife of the American Ambassador in Greece, Dr. Henry Grady.

8. MARCHING SONG OF TWO ARMIES : Lale Andersen, whose "Lili Marlene" lightened the battle-weary feet of Montgomery's Eighth Army and Rommel's Afrika Korps, arrived in London last week from Switzerland to make her first British music-hall tour and to sing in the B.B.C.'s "Workers' Playtime" programme. Lale, a descendant of Hans Andersen, is married to a Swiss composer.

9. THE PROGRESS OF EMMA SMITH : Emma Smith, who worked on a canal barge for two wartime years, is only twenty-six, but she has just won her third big literary prize. Her first book *Maidens' Trip*, the story of her wartime job, won the John Llewelyn Rhys Memorial Prize and the 1,000-dollar Atlantic award. That was last year. Now her second book, *The Far Cry*, a novel, has won the James Tait Black Memorial Prize as the best novel of 1949. The prize is worth £187 10s. and involves giving a lecture at Edinburgh University.

7. QUEEN FREDERIKA AND PRINCESS HELEN OF GREECE

8. LALE ANDERSEN, OF "LILI MARLENE" FAME

9. EMMA SMITH SCORES ONCE AGAIN

SEARCHING FOR THE "ALMIRANTE DE FLORENCIA," THE GREAT SPANISH GALLEON WHICH SANK AT TOBERMORY WITH 350 OFFICERS AND MEN AFTER THE BATTLE OF THE ARMADA: Naval vessels in the harbour at Tobermory, where diving operations by naval personnel have been going on for the past three weeks. This is by no means the first search for the £30,000,000 treasure of the galleon. In 1912, when Colonel Foss conducted operations, he recovered from the wreck silver goblets, silver dishes and coins, using divers and a powerful hydraulic jet. Now, led by the Duke of Argyll, who has a legal right to the galleon a new expedition is at work

THE TOBERMORY TREASURE HUNT

The Search for the Galleon Goes On

RELICS OF AN EARLIER PROBE BENEATH THE WATERS OF TOBERMORY: Lieut.-Commander R. Parkinson, R.N., is seen examining the relics which are the property of Mr. A. Brown of Tobermory

THE DUKE OF ARGYLL VISITS THE TREASURE-HUNTING FLEET: The Duke with his son, the Marquess of Lorne, talking to Lieut.-Commander Parkinson, who has been conducting the Tobermory search

DIVING FOR TREASURE AT TOBERMORY: There was some excitement during operations last week caused by the discovery by the divers of a large metal object. Hopes at first ran high that it might be another Armada cannon, several of which were recovered by earlier expeditions. When hoisted on board it was identified as an engine manifold of much more recent date

THE PAVILION OF NATURAL RESOURCES BEGINS TO TAKE SHAPE ON THE SOUTH BANK SITE : Scaffolding surrounding the 70-ft.-high structure where there will be exhibits relating to Britain's raw materials, which, it will be shown, are of greater variety than in any other area of comparable size. Work on the South Bank site, which covers 27 acres east of County Hall, is now going ahead with all speed. The Exhibition will last from May to September 1951

THE GREAT EXHIBITION OF 1951

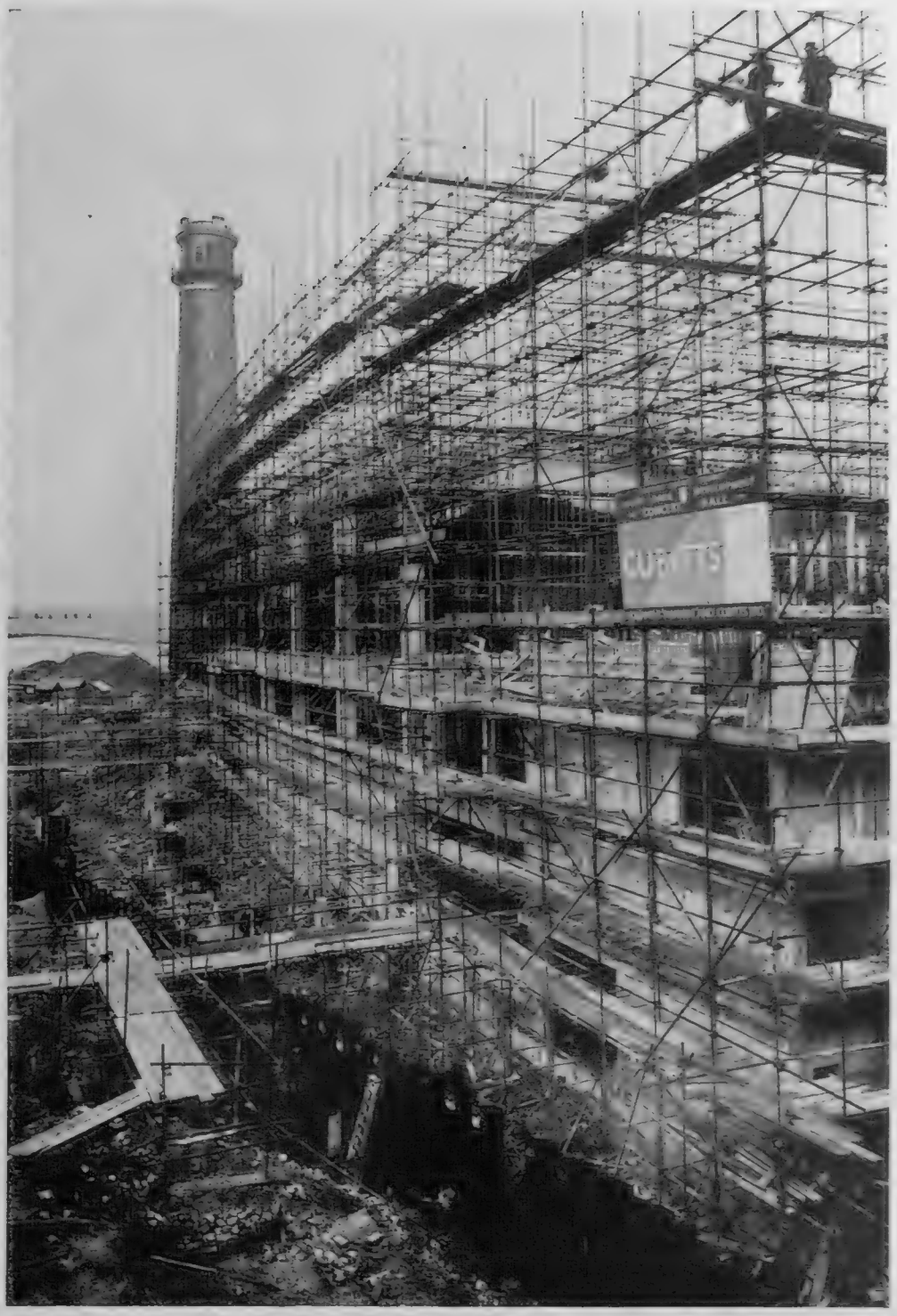
Progress on the South Bank Site

The buildings for the Festival of Britain, particularly for the great exhibition on the South Bank of the Thames, are rising steadily, as witness these pictures showing the progress of the great concert hall, the Dome of Discovery and other features of the display which it is hoped will attract millions of dollars to Britain in 1951. Whether the exhibition is being given sufficient publicity is a moot point, for only recently Sir Leigh Ashton declared that he had spent the best part of a month travelling about America without meeting a single person who had heard of the Festival. It is also not certain that all will be ready for the opening day.

RECLAIMING LAND FROM THE THAMES FOR THE SITE OF THE EXHIBITION : The granite embankment, which is being built behind caissons, is seen as it nears the south approach to Waterloo Bridge. When the wall is complete, 4½ acres will have been reclaimed from the Thames

AN AERIAL VIEW OF THE SITE OF THE GREAT EXHIBITION OF 1951 : The **27-acre site is bisected by Hungerford Bridge, which is seen entering the picture in the bottom left-hand corner.** The eastern boundary of the site is the Waterloo Bridge approach, and the western boundary is County Hall, headquarters of the London County Council, which is seen in the foreground on the right. The circular building near County Hall is the Dome of Discovery, and near the old Shot Tower beyond the railway bridge towers the concert hall

A FOOTBRIDGE LEADING TO THE EXHIBITION IS BEING THROWN ACROSS THE THAMES PARALLEL WITH HUNGERFORD BRIDGE : Two of the piers are seen in this picture. They will be surmounted by Bailey spans



THE PROGRESS OF WORK ON THE £2,000,000 CONCERT HALL : This will be the only permanent building on the South Bank site, and it will be one of the most striking features of the exhibition site. The Festival organisers plan to open the hall in April 1951 with a week of important concerts. Then the Arts Council will take over for a London Festival of the Arts in May and June. Following that the London County Council will promote a series of concerts during the remaining Festival months

THE DOME OF DISCOVERY, AN ULTRA-MODERN PIECE OF ARCHITECTURE, RISES IN THE UPSTREAM SECTION OF THE GROUNDS : These are the supporting buttresses of the Dome of Discovery. The great dome, 93 ft. high and 365 ft. in diameter, will be made of aluminium, a material as typical of the age as was the sheet glass and cast-iron which went to the construction of the Crystal Palace 100 years ago. Inside the dome the story of British leadership in discovery and air exploration will be told

THE MINERS OF THE HIGH ATLAS: Berber workers, for whom there is no accommodation, camping out at Imina, Morocco, where the manganese mining industry has developed too rapidly for the builders to keep pace. The manganese ore in the Imina region is particularly rich

MANGANESE MINING IN MOROCCO

To Meet the Needs of a Steel-hungry World

Vital in a world ever-hungry for steel, a soft, black powder is being mined at Imina, amid the arid deserts of the great Atlas Mountains, which will play a big part in the military programme of the Western Powers. It is manganese dioxide, necessary ingredient for the toughening of steel for such purposes as railroad lines, ship-building and motor vehicle construction; and used in dry electric batteries and for making resistance wire. Being mined at the annual rate of 120,000 tons, the ore is yielding about 92 per cent pure manganese dioxide. This output is limited only by the little equipment available, and the difficulty of transport to the railhead at Marrakesh over the 200-kilometres-long twisting mountain road. With 6,000,000 tons of known reserves in the larger of the first two places where production is under way, the output could be stepped up considerably, and will be when a proposed new railway from Marrakesh to the mine-head has been built. The survey for this railway, which will include an 11-kilometres-long tunnel through the mountains, has recently been completed by the company's engineers.

MINERS IN THE MOROCCAN HINTERLAND: A rich vein of manganese can be seen running through the strata in the foreground of the picture. The manganese is 92 per cent. pure. Output is limited only by the equipment available and the fact that there is no railway

BERBER MINERS SCOOPING UP MANGANESE FROM A RICH VEIN AT IMINA: They are loading the ore into "trams" for taking along the narrow-gauge track to the point where the lorries load up

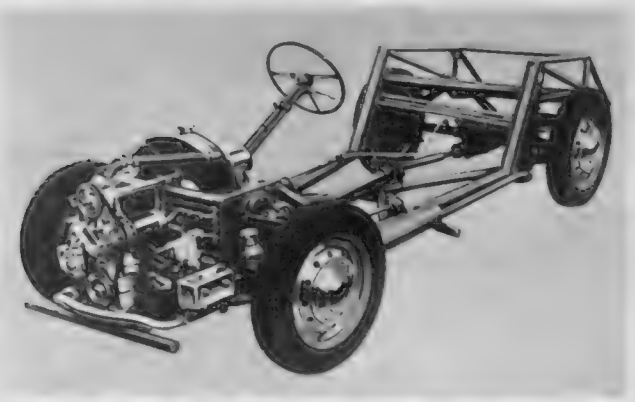
LOADING POINT FOR THE ORE MINED AT IMINA: A fleet of six lorries being loaded up from chutes before making the journey in convoy across the mountains to the railhead at Marrakesh. It is hoped to build a railway to the mine as the present twisting mountain road is hopelessly inadequate as a means of communication

ENGLISH SPECIALITY COACH-BUILDING MOUNTED ON THE WORLD'S LONGEST AUTOMOBILE CHASSIS: This is the Daimler Straight-Eight 36-h.p. Convertible, which will be on view at the British Automobile and Motor-Cycle Show to be held in New York from April 15 to April 23. It is a Custom-built model by Hooper of London, and the chassis is 12 ft. 3 ins. in length. The car has seating for five, and an interesting feature is the positioning of the rear seats, which gives rear-seat passengers a clear view between the heads of the front-seat passengers. The convertible top is a power-operated unit

BRITISH CARS FOR THE NEW WORLD

WHAT THE INDUSTRY IS PRODUCING FOR EXPORT: SOME PLANS FOR BRITAIN'S MOTOR EXHIBITION IN NEW YORK

The sale of British cars in the New World, particularly in Canada, is going ahead by leaps and bounds, thanks to the enterprise of our manufacturers. Rolls-Royce, Rover, Jaguar, Riley and Morris cars have been making a great hit at the Canadian National Sportsmen's Show in Toronto, and separate shows for Austins and Hillmans have also drawn the crowds. Mr. C. G. Cleather, of the Austin Canada Company, declares: "We have been selling 2,000 cars a month and have ordered 10,000 Devon A 40's for the spring buying rush." Now comes the turn of the United States, and it is expected that the British Automobile and Cycle Show due to begin in New York on April 15 will reveal the same soaring trend. This is the first time the British motor industry has ever tackled the American market with such thoroughness, and a reminder of the vast strides made since the years between the wars, when British cars were not only a rarity on American roads, but were sometimes outrivalled by the Americans in the Dominions, notably in South Africa.



ENTER THE JAVELIN JUPITER: This is the chassis of this fine new product of the craftsmanship of Jowett Cars Ltd. It is described as "a race-bred car" and a direct development of the Jowett Javelin. The Javelin Jupiter has a top speed verging on 100 m.p.h.

BRITISH CARS IN THE EUROPEAN MARKET: Bentley, Rolls-Royce, Wolseley and other models on view at Geneva's Salon de l'Auto, where the British display attracted much admiring attention. Now our exporters are turning to New York with similar plans which should boost sales

***On left*—A POTENTIAL FAVOURITE ON THE AMERICAN MARKET:** The Javelin Jupiter, which will be among the models displayed at the New York Show. It has an aerodynamic lightweight aluminium body seating three abreast. The driver's part of the seat is an independent unit giving him firm support when cornering at speed. The Jupiter will accelerate to 60 m.p.h. in 15 seconds, and even when travelling at over 90 m.p.h. it can be handled with precision. The windscreen is of the non-folding type, but for competition work this can be removed. The construction of the car is of such a nature that no road shocks are taken on the body, which is insulated from the chassis by Silentbloc rubber mountings

FROM A STANDSTILL TO 60 M.P.H. IN 14 SECONDS : This is one of the achievements of the gas tu car which has been introduced by the Rover Company and was recently tried out at Silve Northants. The car is to be placed on exhibition at the New York Automobile Show openi April 15, and the engine will have a perspex cover to facilitate inspection by members of the

BRITISH CARS FOR THE NEW WORL

The Battle for the Market *(Continued from previous page)*

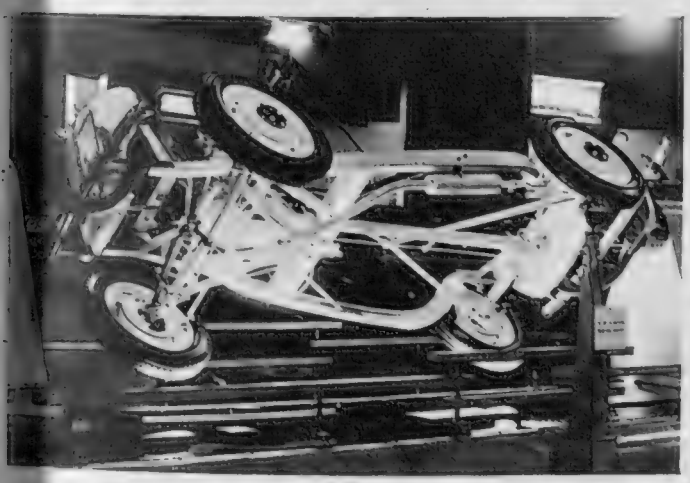
OFFERING THE PROSPECT OF CLUTCHLESS, GEARLESS MOTORING FREE FROM ENGINE VIBRATION : This is a head-on view of the new gas turbine car introduced experimentally by the Rover Company. Behind the seats can be seen the exhaust outlets. The air intake grilles are at the side. The engine is started readily by means of an ordinary electric starter. This revolves the compressor turbine until it reaches its idling speed of 7,000 revolutions per minute. The car has only two pedals, for the accelerator and the brake, the power plant comprises a centrifugal compressor, dual combustion chambers and an independent power turbine which is positively coupled through gearing and drives a conventional rear axle. The fuel may be petrol, Diesel oil or paraffin. On its trial at Silverstone, Northants, the car did several laps smoothly and attained a speed of about 80 m.p.h. At the moment the distance run on a gallon of paraffin is between five and seven miles, but this will probably be doubled when a heat exchanger is fitted in the near future

DOLLAR-EARNER AND DOLLAR-SAVER : This self-propelled Blaw Knox Goliath can take about 2 in one bite, and is Britain's latest mechanical contrivance for large-scale earth moving. Goliath will prove a great dollar-saver, as hitherto much of this sort of equipment has to be imported from the United States. It is possible too that the Goliath will find a market in the United States as it has several unique features in its constru

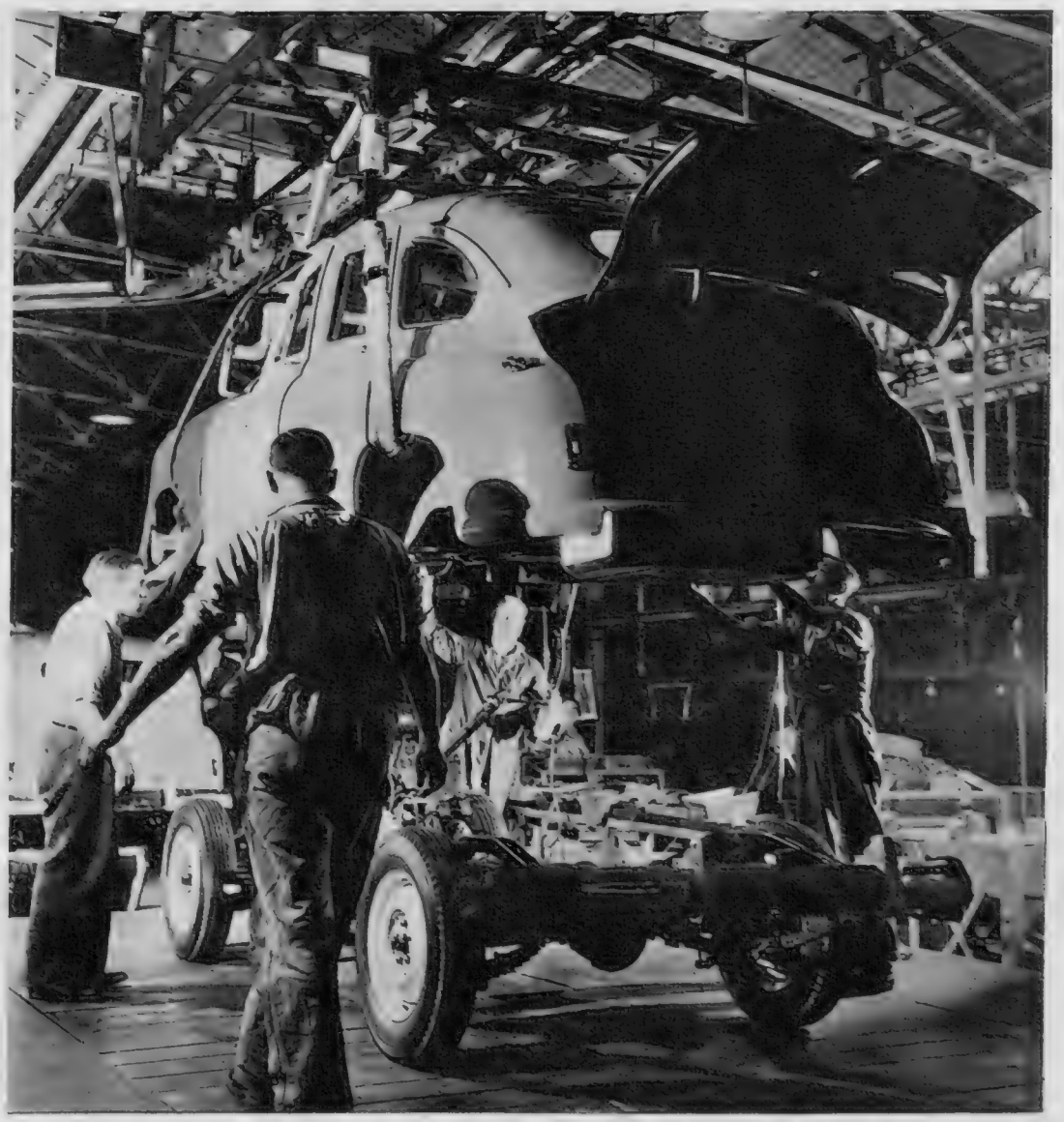
***On right*—THE GOLIATH IN ACTION : Britain's latest motorised scraper is built to play an important part in open-cast mining, quarrying and general construction work on dams and reservoirs. Of the first completed units five are being shipped to Persia for the Anglo-Iranian Oil Company, where they will take part in the Company's development programme. The Goliath is 11 ft. wide and 36 ft. long. In some of the world's largest open-cast mining areas, where great quantities of coal lie just beneath the surface, the Goliath could work at great speed and with great efficiency at the task of removing the overburden**

INSIDE A BRITISH CAR FACTORY—A BUSY SCENE AT THE STANDARD MOTOR COMPANY'S WORKS AT FLETCHAMPSTEAD, NEAR COVENTRY: The body of a Standard Vanguard is seen on the overhead conveyer-belt crossing to the final assembly line, where it will be secured to a chassis in the final fitting-out process. The 1950 model of the Vanguard shows some marked improvements over its predecessor, among them new seating arrangements in order to give rear passengers more leg room. A new automatic ignition advance has provided even greater petrol economy at cruising speeds. The bench-type front seat now includes a folding arm-rest

A FORD PREFECT ON ITS TRAVELS: The famous 4-cylinder saloon car seen at Pedralbes, in the suburbs of Barcelona



THIS IS ONE OF THE BRITISH FORD COMPANY'S EXHIBITS AT THE NEW YORK SHOW OF BRITISH CARS: The roll-over cut-away chassis of the Anglia Tudor sedan, a 4-cylinder car with a rating of 10 h.p. It is now forty-seven years since the late Henry Ford founded his first motor company at Dearborn, Michigan, and over forty years since the celebrated Model T ("tin Lizzie") dazzled the American working man. Now British-made Fords are to be exhibited in New York, and to the Ford genius has been added the stamp of British craftsmanship



THE CHASSIS AND BODYWORK OF A STANDARD VANGUARD ARE "MARRIED" IN THE FINAL STAGES OF PRODUCTION: The body is being lowered from the conveyer, which has brought it from another part of the factory. The Standard Company's three factories are equipped to produce 100,000 cars annually

THE NON-MAGNETIC SHIP "RESEARCH," STILL INCOMPLETE ELEVEN YEARS AFTER HER LAUNCHING, IS TO BE SCRAPPED: The *Research*, which was constructed before the war on behalf of the Admiralty in Phillips' Yards on the River Dart, was designed for magnetic survey work to take the place of the American survey vessel *Carnegie*, destroyed by an explosion off Samoa in 1925. The 770-ton brigantine, which rides at anchor in the Dart, is now to be scrapped because science, in the form of the gyro compass, has rendered her obsolete. The ship is constructed almost entirely of non-magnetic materials, the hull being made of teak, and the framework, girders and fittings, which in an ordinary ship would be of steel or iron, are of bronze and brass. The anchor, cables and all the bolts are of bronze. It has been stated that the crew of thirty-two would all have to grow beards, as they would not be permitted to carry razors. Now she will never have a crew. She will be stripped and sold as a hulk

SHIPS with an ACCENT on the UNUSUAL

The Non-magnetic Vessel, and the Liner with the Bipod Funnel

THE SHIP WITH THE BIPOD FUNNEL—THE "MONARCH OF BERMUDA" TAKES NEW SHAPE AS AN EMIGRANT SHIP AND IS RENAMED THE "NEW AUSTRALIA": *Left*—The former Queen of the New York-Bermuda run, which was burnt out in dry-dock at Hebburn-on-Tyne in March 1947, seen at Southampton, where she is in the final stages of conversion into an emigrant ship for the Australian service. Bearing her new name, *New Australia*, the 26,000-ton vessel will make her maiden voyage next month. The *Monarch of Bermuda* had three funnels and two masts. *New Australia* has one funnel and a bipod mast forward which will carry off the fumes from the forward boilers. This bipod mast—a most prominent feature—is shown in detail in the picture on the *right*

The PULSE-JET HELICOPTER

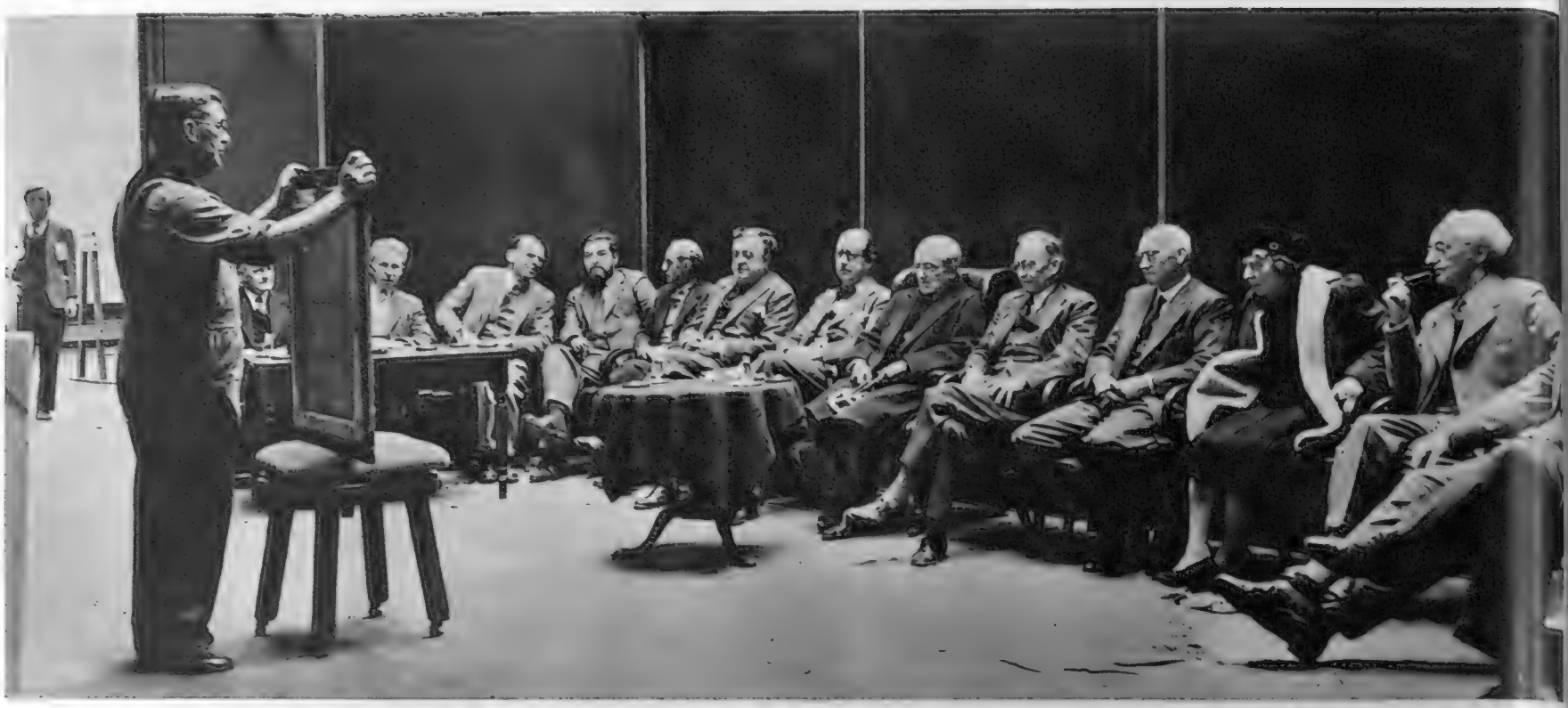
A New Machine with Double the Pay-load of a Piston-engine Craft of the Same Gross Weight

The *Top Sergeant* is the latest development of the pulse-jet helicopter which has entered its advance flight testing stage for the United States Air Force. The engines are unique in that they weigh only 25 lb. and contain only one moving part. These are the valve blocks. They originally had the disadvantage of a relatively short life, but the latest models are expected to last thirty hours or more. The replacement of a worn valve block is the only major overhaul in the engine and can be effected in five minutes. The only highly loaded moving parts are the two rotor mounting bearings. The American Helicopter Company have developed the pulse-jet, and they state that the new machine will lift twice the pay-load of an ordinary helicopter, because of the elimination of the normal heavy piston engine. Also, it could be produced for about a quarter of the cost of the conventional craft. They visualise Flying Crane pulse-jet helicopters with rotor spans of 100 ft. or more, which would be capable of short-haul lifting of loads exceeding 20,000 lb. In such machines the engines would be no larger than those used in the *Top Sergeant*, but they would be mounted side by side along the rotor blades and buried within the rotor structure to minimise drag problems.

TESTING THE LATEST PULSE-JET HELICOPTER: Al Boyer tries the controls of the *Top Sergeant* before starting on a demonstration flight at Manhattan Beach, California. The pulse-jet engines, mounted at the rotor tips, weigh only 25 lb. and contain only one moving part

THE "TOP SERGEANT" IN FLIGHT: It has now entered advanced flight tests for the United States Air Force. Made by the American Helicopter Company, it is the outcome of a U.S.A.F. research contract

CLOSE-UPS OF THE PULSE-JET UNIT: *On left*—A mechanic is shooting a spray of petrol into the pulse-jet, which is mounted on the tip of the rotor blade. The process will be repeated for the other engine before starting. *On right*—Engineer Allan Thompson holds up two simple parts of the pulse-jet engine. In his right hand is the reed device through which air is forced. In his left hand he holds the spark plug, which ignites the fuel. It is no larger than those used in model aeroplanes



THE ROYAL ACADEMY SELECTION COMMITTEE SITS AT BURLINGTON HOUSE UNDER THE NEW PRESIDENT, SIR GERALD KELLY. From left to right are Sir Walter Lamb (seen through the arms of the attendant); Robert Austin; Gilbert Ledward; Rodrigo Moynihan; John Nash; John Wheatley; A. R. Middleton Todd; Sir Gerald Kelly, P.R.A.; Henry Lamb; Sir William Russell Flint; Dame Laura Knight; and James Bateman. The Summer Exhibition opens on the 29th April and continues until August 7

SELECTION DAY AT BURLINGTON HOUSE

AND OTHER HOME NEWS IN PICTURES

A MOBILE CHURCH: A service is conducted while the congregation takes tea at the church canteen. The new mobile church, the first of its kind in Britain, has been arranged by the London Embankment Mission. It is stationed at Temple Place and services are being held four times a week. The vehicle used has two compartments; one forms the church with seats for twelve people; the other is the canteen and is fitted with a plastic and chromium sink. It weighs 2½ tons; is 23 ft. long; 10 ft. high and 8 ft. wide

MORE TEXTBOOKS FROM AMERICA FOR AN ENGLISH UNIVERSITY: Dr. Jeffrey, Director of the Institute of Education, thanks the representatives of C.A.R.E. (Co-operative for American Remittances to Europe) on behalf of London University, after the presentation of 500 dollars' worth of modern American textbooks. The donors of these valuable gifts include American doctors, professors and parent teachers' associations in eighteen States. The selection of the volumes and the names of the recipients were made following C.A.R.E. consultation with UNESCO and university authorities. Left to right are: Mr. Barrett Parker (Cultural Attaché at the U.S. Embassy in London); Mr. E. Olson (Chief of Mission for C.A.R.E. in the United Kingdom); Dr. Jeffrey; Miss de Montmorency (Chief Librarian); and Mr. A. Thompson (Chief of UNESCO for Great Britain)

A SUBMARINE IN A BIGGLESWADE GARDEN: Frank Russell works on a model made from a Navy minesweeper float, while his three-year-old son and his wife look on. Russell has worked for many years on models for the submarine he hopes to build for himself and six friends to take to the Azores, from where they will conduct a search for the sunken continent of Atlantis! The present model is to be tested first on the River Ouse, and later he wants to carry out sea-diving trials with it. If these are successful, Mr. Russell plans to go ahead with a full-size submarine, pressurised to withstand great depths

BUILDING A WILD SEAFOWL BREEDING STATION ON THE ISLE OF MULL: Some of the specimen seafowl which Lieut.-Colonel Niall Rankin has brought from all over the world to his Trenish estate on th Isle. About 500 yards of the River Ensay has been fenced off for the breedin station. A dam is being constructed at the point where the stream reache the sea which will trap the sea-water on both sides. The specimen seafow include cackling geese, blue geese, snow geese, canvasback ducks and pintail

THE CARLTON HOUSE TERRACE SITE OF THE NEW FOREIGN OFFICE BUILDING: *Left*—The frontage which will cover Nos. 11 to 18 of the Terrace. *Right*—The Nash façade as seen from the Mall, which is to be preserved when the new building is erected. The project is "long term" and work is not expected to begin until 1952. Gladstone lived at No. 11, Carlton House Terrace from 1849 until 1875. He frequently addressed meetings of the Liberal Party from the staircase, and it was at No. 11 that he temporarily withdrew from the leadership of the party after the General Election of 1873. Earl Granville lived in the house and also in No. 18

MORRIS DANCING FOR CHARITY: Members of the Ravensbourne Morris Dancers parade down the High Street at Beckenham in Kent, dressed in the traditional costumes. They were collecting funds for the local Y.M.C.A.

TAKING THEIR PICK FROM A BATCH OF NEW AUSTINS: A party of Canadian salesmen arrive at Prestwick Airport to begin the twenty-five-day tour of Britain, which was arranged for them by the Austin Company in appreciation of their efforts in selling 1,500,000 dollars' worth of British cars in Canada every month. The party consists of twenty-nine salesmen, many accompanied by their wives. They will visit industrial areas in Britain and, later, make a two-day trip to Paris. The Austin Company provided them with the new cars, which were lined up on the airport at Prestwick

EXAMINING THE BUTTER FOR THE ORIENT BUTTER TROPHY: Australian Government officials and members of the trade inspect some of the entries at the New Hibernia Cold Store at London Bridge. Forty cases of butter entered for the Orient Trophy were inspected by senior Australian Government officials. The butter is supplied by New South Wales manufacturers. It was in 1928 that the Orient Shipping Line first organised the annual competition for the Trophy between manufacturers in the Australian cities. The Orient Line carried its first load of butter from Australia to England, seventy years ago

THE MEN FROM THE ANTARCTIC: Terence Randall, Bernard Stonehouse and Harold Jones were met at London Airport and welcomed home on behalf of the Colonial Office by Rear-Admiral Bromley (extreme right) after spending three years on Stonington Island. They were the first to return of the party of eleven who were rescued a few weeks ago. Last year the *John Biscoe* failed to reach their base, and as this year showed signs of being another bad ice year, it was decided to evacuate them by air. Five of the party of ten Englishmen and a South African were safely flown out from Marguerite Bay, and then, in February, the *John Biscoe* at last reached the base and brought off the remaining six men with their maps and records

New Lamps and Old

THE LESSON OF THE PLESS MEMOIRS

Europe's Crumbling Edifice of Privilege By JOHN GORE

"WHEN THE LIGHTS WENT OUT."—I have been reading again the private diaries of Daisy, Princess of Pless—reprinted in a new edition. I read much of them when they appeared in 1928 and 1931. The books at that time created a good deal of stir, for their "revelations," indiscretions and frankness. But they were probably judged and soon dismissed as belonging to the genre of "Lady Addle of Eigg" fashionable memoirs—with which the bookshops were at that time being more than usually flooded. Re-reading them, I am convinced that they are of much greater importance to the social historian than is the average publication of this general description.

This important and trivial, tragic and frivolous, revealing, condemning and always interesting record, is something more than just another catalogue of fashionable names and pranks, another mart of gossip and second-hand stories concerning Courts and notables. Princess Daisy was perhaps a tragic figure, but she knew how to paint little pictures, and there are few books to-day which more vividly recall the last dances of Privilege to the distant rumble of the tumbrils. This is a tale of two cities—London and Berlin—before the bombardment. Princess Daisy was a Cornwallis-West, a great beauty, sister of Shelagh, Duchess of Westminster, and of the second husband of Lady Randolph Churchill. She "knew everybody who was anybody," was an intimate friend of the Royal families of England and Germany, and was the wife of a great land- and coal-owner of Silesia, and throughout the period she lived—a constant favourite of the social columnist—in a whirl of fashion in London, Berlin, Paris and the Côte d'Azur.

Tale of Two Cities.—The first quite obvious conclusion to be got from her often honest, and always frank, revelations is that the pity we may spare to the sudden collapse of the system of privilege in England is but a thimbleful to a sea of tears which the ruins in Germany called for, *a fortiori*, in Russia and Austria. Whatever in London or Chatsworth or Eaton was extravagant and foolishly luxurious, was in Berlin and Pless or Fürstenstein ten times multiplied. Where in England were two redundant, unnecessary footmen, maids, courses, rules of precedence, and so on, in Germany there were ten. In Germany Socialism was more advanced and class privilege more rigid. In London, a mere commoner might gate-crash the charmed circle on the score of wit or wealth; in Berlin the mention in social memoirs of any rank lower than that of prince or princely count was a rarity requiring a footnote. Thirty-two quarterings were the conditions of admission, and there were no exceptions. The German princely palaces were as Versailles set beside Sandringham, and life within their gilded and hideous saloons was on a par with the formal existence of the Roi Soleil. Even polite and "grand dame" patronage to the poor about the palace gates was forbidden by etiquette. Princess Daisy must be led to her bedroom by footmen and followed in her walks in the garden by *Jägers*. There in Berlin, and in the great palaces of the Princes, the democratic and enfranchising influence of America had failed, apparently right up to the bombardment, to soften the blow that was clearly coming, and when it came the whole monstrous and quite absurd structure fell with a universal crash almost in a night.

In England it was not so; the edifice had been strengthened to meet the shock; it could be (and was) shored up again in some sort in the years between. The revolution over here was far more gentle, far less catastrophic. Time was afforded to the tumbril victims to adjust their minds to the implications of the scaffold. But in Germany, Russia, Austria and all over Europe, the *Almanach de Gotha* was torn up in a night and what had been for generations the Bible and be-all of the ruling families and dynasties and inner circles became a scrap of paper, a comic strip of a forgotten past. The grand-dukes and duchesses and serene highnesses, shorn of all the trappings and distractions which had made their lives coloured and brilliant and too often unhappy, must eat the bitter bread of poverty in a couple of rooms, often in exile and not seldom dependent on charity, and the power they had exercised fell into the hands of dim men of the lower orders whose existence and manner of thought had been right outside their experience and beneath their notice.

In England, again, it was not so. A far larger proportion of the old aristocracy rigidly practised *noblesse oblige*, refused to be spoiled by the luxuries of the age, knew and maintained friendly relations with the new ruling class, and continued (and still continue) to shed a healthy, civilising and harmonising influence over politics and society. But for Princess Daisy and Berlin it was a swifter, sharper tragedy. Her tale of two cities is one of poignant tragedy. Her feet were in two camps, her loyalties divided and, because of her dual existence, her vain repinings and longings were at once acerbated and enhanced.

"Ladies whose Bright Eyes Rain Influence."—She was a great beauty and naturally knew it, and was at pains to preserve her position as such. Many a man loved her, and some she loved in return. She lived at what the jargonists of to-day call "the highest level." Her admirers were kings, princes, ambassadors and grand-dukes. She was always a "news-story," for ever being flattered. Rival beauties, her "dearest friends," coo-ed at her and hated her. She was a mass of contradictions, alternately in the heights and the depths. Like Princess Lieven—in an earlier epoch all too like her own—she was easily bored. The German Court bored her to distraction, yet she was constantly downcast by any oversight to her rank and privileges there. If her place among the half-dozen Serene Highnesses were not available at some banquet, she was in despair. She ridiculed Court favour, but if her husband was passed over for an honour or decoration, she was in a fever. If King Edward, the Kaiser or Crown Prince failed punctually to answer her letters, she could not conceal her anxiety. She longed for the simple life and was for ever laying in more jewels and brocades for the parties she could not endure to miss. She dreamed of an ideal love and vowed the world well lost for it. But the world (her world) said to women in her position less level-headed than she was: *Thus far and no farther.* The operative commandment must still be: *Thou shalt not be found out.*

And so she stayed on in her tawdry, tiresome palaces, with her now loving, now boring, husband, ever running away from *ennui*, to Paris, London, Monte Carlo, Chatsworth, Eaton, seeking distraction from her regrets and self-disgusts with singing and acting bridge and gambling, racing and yachting. There was great good in her and in many of her kind. If in one sense she was checked and controlled by Royal favour, in another sense she was utterly spoiled by that dangerous gift. Only her strongest sisters (and there were many more in England than in Germany) could drink the heady draughts of Royal favour and keep their heads.

With loyalties to each country and with extraordinary charm and beauty to help her, she set out on a mission of conciliation, in an effort to avert the world war. Her letters of advice and admonishment to King and Kaiser, Chancellor and Minister of State, read to-day at first sight like Alice's letters in the *Looking Glass*. But only at first sight. After all, why not? If men, kings and ministers can forever sacrifice humanity on personal altars of vanity and face-saving, why should not sex-appeal or woman's wit and intuition "have a try." These political interventions were not the least sensible and effective of Princess Daisy's efforts to make existence on £300,000 a year endurable, though *all* her efforts were doomed to fail.

She and her kind "at the highest level" cry out for posterity's pity and tears. For one and all, they echo de Guiche's famous last words in *Cyrano*:

"*Voyez-vous, quand on a bien réussi sa vie . . .*"

Truly her furred and ducal mantle forever "swept with its train the withered autumn leaves" of vain regrets, self-disgusts, *ennui* and despair.

THE CHANGING FACE OF ENGLAND—A BARONET'S WIFE RUNS A SNACK-BAR OUTSIDE THE LODGE GATES OF THEIR WEST COUNTRY HOME: Lady Lees, who is seen pouring out a fruit drink for a customer, has set up her snack-bar outside South Lytchet Manor, Lytchett-Minster, Dorset. Increased taxation has made it difficult for Sir John and Lady Lees to keep up the 2,300-acre estate, so they live in a cottage in the grounds of the manor, and the manor-house is now run as a co-educational school. The snack-bar is a further supplement to their income. Customers buying a cup of tea at the bar find that it is poured from a Georgian silver teapot, and the family silver graces the snowy-white cloth. The Corgi motor-scooter is ridden by Mrs. Faith Lees, Lady Lees' daughter-in-law. Sir John Lees, who served in both World Wars, is the third Baronet. His brother, the second Baronet, died of wounds in the Dardanelles campaign in the First World War

SPRING FLOWERS ON PARADE

AT THE ROYAL HORTICULTURAL SOCIETY'S SHOW AT WESTMINSTER

"TRUTH" IN ALL ITS SPRINGTIME PERFECTION: This recent introduction to horticulturalists is a white, large-cup daffodil of great elegance

THIS IS THE CAMELLIA "MARGUERITE GUILLON": It was one of many superb varieties on view at the Horticultural Society's show of greenhouse flowers and spring blooms at the Horticultural Hall, Westminster

Mr. Edmund de Rothschild, of Exbury, Hants., won the McBean Memorial Trophy and gold medal for the best exhibit of orchids by an amateur at the Royal Horticultural Society's Show, and in daffodils Mr. J. L. Richardson, of Waterford, won the prize for the best twelve varieties. The spring show attracted tremendous interest, and the orchids once again evidenced Britain's world lead in the more valuable varieties.

"CYMBIDIUM ISLANDER": These predominantly pink orchids were among the most valuable exhibits at the Horticultural Society's Show

THE GLORY OF THE "NELLIE MOSER": It is a silver-white clematis with carmine bars. There are nearly 100 varieties of clematis cultivated by gardeners. The clematis came to England in the 16th century

"CYMBIDIUM MADONNA," ANOTHER SUPERB ORCHID VARIETY: British orchids are considered to be the best in the world, attracting in particular the American buyer willing to pay the highest prices. Many orchids take as long as ten years to flower from seed, others mature in about six years

The World of Books—By VERNON FANE

MORE AMERICAN WRITERS AND BACKGROUNDS

Louis Bromfield's Novel of Colorado; Anne Miller Downes's Novel of New England

DR. VANNEVAR BUSH, in 1940, was appointed by President Roosevelt Chairman of the National Defence Research Committee. In this capacity he was responsible for the Advisory Committee on Uranium, out of which grew what was then called, for security purposes, "The Manhattan District Project," and, finally, the atomic bomb. No man, therefore, could write with more complete authority, not only about atomic possibilities, but all about the latest developments in scientific warfare as they are being relentlessly pursued. In MODERN ARMS AND FREE MEN (Heinemann. 10s. 6d.), it is tremendously encouraging to find that Dr. Bush does not take the gloomy view of the future adopted by some scientists and some publicists. On the contrary, he believes that free men are always stronger than slaves in the scientific age, and particularly was this demonstrated in the last war. A distinguished critic has described this book as "a tonic for the atomic jitters" and, indeed, it is. But jittery or not, it is a book which every thinking man and woman simply *must* read.

Mr. Louis Bromfield continues with his American sagas, and has now written a novel, COLORADO (Cassell. 9s. 6d.), which purports to show one phase of the history of that great rocky State. His story opens in the days of roaring development when that word meant the opening up of cattle land and silver-mines, and not the improvement of civil amenities. Silver City, up in the mountains not very far from Denver, was, more than fifty years ago, a wide open town in which politics meant shady business, money talked and generally shouted, and cow hands came down off the ranges once in a while to gamble, drink, and generally show their masculine superiority. The town of Mr. Bromfield's story is ruled by a rich, corrupt man who runs the hotel, gaming house and even the decrepit opera company to his own satisfaction. Two of his sons ride the ranges, and his younger son has just returned from an English university as the story opens. On the train this boy meets an Irish-American girl destined to sing one of her two opera roles in Silver City, and falls in love with her. His rather ham-handed courtship of the young woman is one of the themes of the book, which also treats of the political progress and "clean-up" of that part of Colorado. Mr. Bromfield beats the big drum of Americanism with resounding thwacks, but has failed to write a really good novel.

THE EAGLE'S SONG (Hodder and Stoughton. 10s. 6d.) shows another kind of American history in the making, this time a little, growing town in New England from the time of the War of Independence for nearly a hundred years. Anne Miller Downes writes with an earnest sincerity that one must respect, though one could wish for a little leavening of humour from time to time, and she writes with authority on the local and national events of the period she describes. In the beginning the town of Woodbury is seen as a two-shack settlement; at the end of the story as a town partly thriving and partly mismanaged, but full of vitality and a real part of the American scene.

THE HOUR OF TRUTH (Falcon Press. 9s. 6d.) is a novel by an American writer, but of a very different type. Mr. David Davidson is concerned with another kind of adventure, into the realms of the ego and the intellect. His hero, William Harmon, is a young, muscular and good-looking American who is basically dissatisfied with his life in spite of having a pretty, affectionate wife and two little daughters. His unhappiness is based on a profound feeling of his own inadequacy both in his work (his wife had given up a more successful career than his to have his children), and in his life with her. He escapes from her and his life on a kind of mission to South America with a party of scientists, who are in turn cynical, bawdy and disillusioned. With them he works out his own form of salvation, and finds an innocence that he had thought irretrievably lost. A thoughtful book, not always clear, but never insincere.

The late A. J. A. Symons was a well-known and a somewhat bizarre figure in literary and Bohemian London between the wars. A. J. A. SYMONS: HIS LIFE AND SPECULATIONS (Eyre and Spottiswoode. 15s.) is written by his brother, Mr. Julian Symons. It is also remarkable as a first-rate biography, brilliantly executed. He treats his difficult subject with cool detachment, and even with a touch of irony, and the result is a most entertaining book.

THE EARL AND COUNTESS OF HAREWOOD AT THE COSTUME BALL IN AID OF THE ENGLISH OPERA GROUP ASSOCIATION: The Earl is dressed as one of the Albanian brothers and the Countess as Lady Fiordiligi in Mozart's opera "Cosi Fan Tutte"

From France comes another psychological novel, concerned this time with a man's renunciation of his faith, for free-thinking, and his final adoption or return to Catholicism. M. Roger Martin du Gard wrote this novel nearly forty years ago, but it has only been published in England this month. JEAN BAROIS (Bodley Head. 12s. 6d.) is written in a curious form, mainly in dialogue, long speeches and declarations of opinion, with interpolated passages of action, rather in the manner of stage directions. The story opens in a French town in 1878, and the Dreyfus case figures largely in it, though more as a theme of discussion than action. Barois himself is a scientist who has in youth been a devout Catholic, but gives up his religion to become one of the leading rationalists in his country, only reverting to a profession of faith as he is dying. His wife and his daughter, who becomes a nun, have been heartbroken and estranged in the past, but are consoled by the manner of his death. Immediately afterwards, the wife finds a document written by him in vigorous middle life warning anyone who should read it against believing any profession of faith he might make in feeble old age or ill-health. It is a powerful and extraordinary book, excellently translated from the French by Mr. Stuart Gilbert.

THE LAST KNOT (Hodder and Stoughton. 10s. 6d.) is the story of an odd woman with a longing for solitude. Miss Doreen Idle writes really well and sensitively, but the characters she has chosen seem either weak and unattractive, or dominating and repellent, and reading a story for whose personages one hasn't even a passing sympathy is always an uneasy business.

CLOUDS IN THE WIND (Michael Joseph. 12s. 6d.) is a long, confused and confusing novel by Mr. F. L. Green, for whose work I have always had a considerable admiration. It is the story of a man, a deserter, who is presented sympathetically, but who can only rouse feelings of pity or indifference in the reader. This man moves in the most curious half-world of Dickensian proportions, but without Dickensian wit and sharpness of outline

Back to the fifteenth and sixteenth centuries with, unusually enough, the novels of two brothers, both sons of the famous Australian artist, Norman Lindsay. First of all, there is FIRES IN SMITHFIELD (Bodley Head. 12s. 6d.), the work of Mr. Jack Lindsay. This is a story of the last year of Mary Tudor's reign, which knew many martyrdoms and many horrors, to the recital of which Mr. Lindsay brings a gusto that is far from anachronistic, and a restrained use of the language of the period. Mr. Philip Lindsay's story opens a hundred years earlier, in 1450, when a man comes back from the wars vowing vengeance on the younger brother who he feels has been deceiving him. ALL THAT GLITTERS (Sampson Low. 10s. 6d.) has considerable lustiness, too, and the same approach, half-scholarly, half-rollicking, to the customs and speech of the time. Speaking for myself, it is an age that I am heartily glad to have missed, but I cannot deny the vitality of the Lindsays' writing about it, or their own obvious relish in its fierceness.

The Empress Elizabeth of Austria has been during the half-century since her death the inspiration of countless memoirs, reminiscences, romances and novels. There has been a play or two as well, but we are still waiting for the spate of films that must eventually come. Just before the war M. Maurice Paléologue, who has been both a distinguished French diplomat and a member of the Academie Française, wrote her story with some grace and much discretion, and that has now been translated very ably, by Mr. Henry Stenning, and published over here. TRAGIC EMPRESS (Saturn Press. 8s. 6d.) makes fascinating reading, as every informed biography of this beautiful, neurotic creature must, and if it is by no means the definitive "life" of Elizabeth, at least it is a worthy addition to the writings on her character and times.

KON-TIKI

THE STORY OF A GREAT MODERN ADVENTURE IN THE PACIFIC

Thor Heyerdahl, a young scientist who treats ethnographic problems as a sort of detective mystery, sailed in the summer of 1948 with five fellow-Scandinavians, all as hardy and adventurous as himself, 4,300 miles across the Pacific from Callao, in Peru, to Raroia, in the Tuamotu Archipelago, Polynesia. Their craft was a great balsa-wood raft, its timbers cut from the forests of South America, and for 101 days these incredible young men sailed and drifted along the Humboldt current. The story of this great modern adventure is told by Thor Heyerdahl in THE KON-TIKI EXPEDITION (Allen and Unwin. 12s. 6d.). He starts out by explaining his theory that the Andes was the early home of the Polynesians, not Malaya or the valley of the Ganges, as some have thought. Heyerdahl, during early days spent in Polynesia, was converted to the theory that the gigantic monoliths of Easter Island, the stepped pyramids of Tahiti, were the work of a Stone Age folk belonging to the Indian civilisations of America. After further researches he came to the conclusion that these pioneers were the subjects of one Kon-Tiki, who after being defeated in battle near Lake Titicaca, disappeared from Peru for ever, legend said on big pae-paes or rafts. Thor Heyerdahl decided to emulate Kon-Tiki and his people, build himself a raft, and prove that the long voyage across the Pacific was a possibility. In the forests of Quivedo twenty gigantic balsa logs were hewed and drifted down to the sea at Guayaquil. Beneath the walls of Callao, in the gaze of incredulous Peruvians, the raft was built. A small bamboo cabin was set up on the deck, and above it on a mast of mangrove wood a rectangular orange-coloured sail displayed the face of Kon-Tiki himself. There is no space here to recount the great adventure of Heyerdahl and his Vikings, of the days and nights on the south equatorial drift current, of the stupendous, undreamed-of aquarium that lay beneath them, with tunnies, bonitos, porpoises, dolphins and sharks in abundance, and often in too close attendance. Over three months lay between Callao's farewell and the dull drone of surf on a Polynesian shore which came nearer like a roll of drums, heralding the moment when they would be wrecked; and in that reckless, romantic voyage it was adventure all the way. Thor Heyerdahl's book has an assured welcome, for this serious scientific work, this vital contribution to knowledge, is written with all the rollicking good humour of a holiday yarn for high-spirited youth. Its claims to classic status are obvious. Pacific adventure in an earlier day is found in Christopher Lloyd's selections from THE VOYAGES OF CAPTAIN JAMES COOK (Cresset Press. 9s. 6d.) Mr. Lloyd has chosen well, and he has not only created a more or less continuous narrative from the journals, but has quoted in detail some of the great navigator's best passages on the peoples and customs of the Pacific islands.

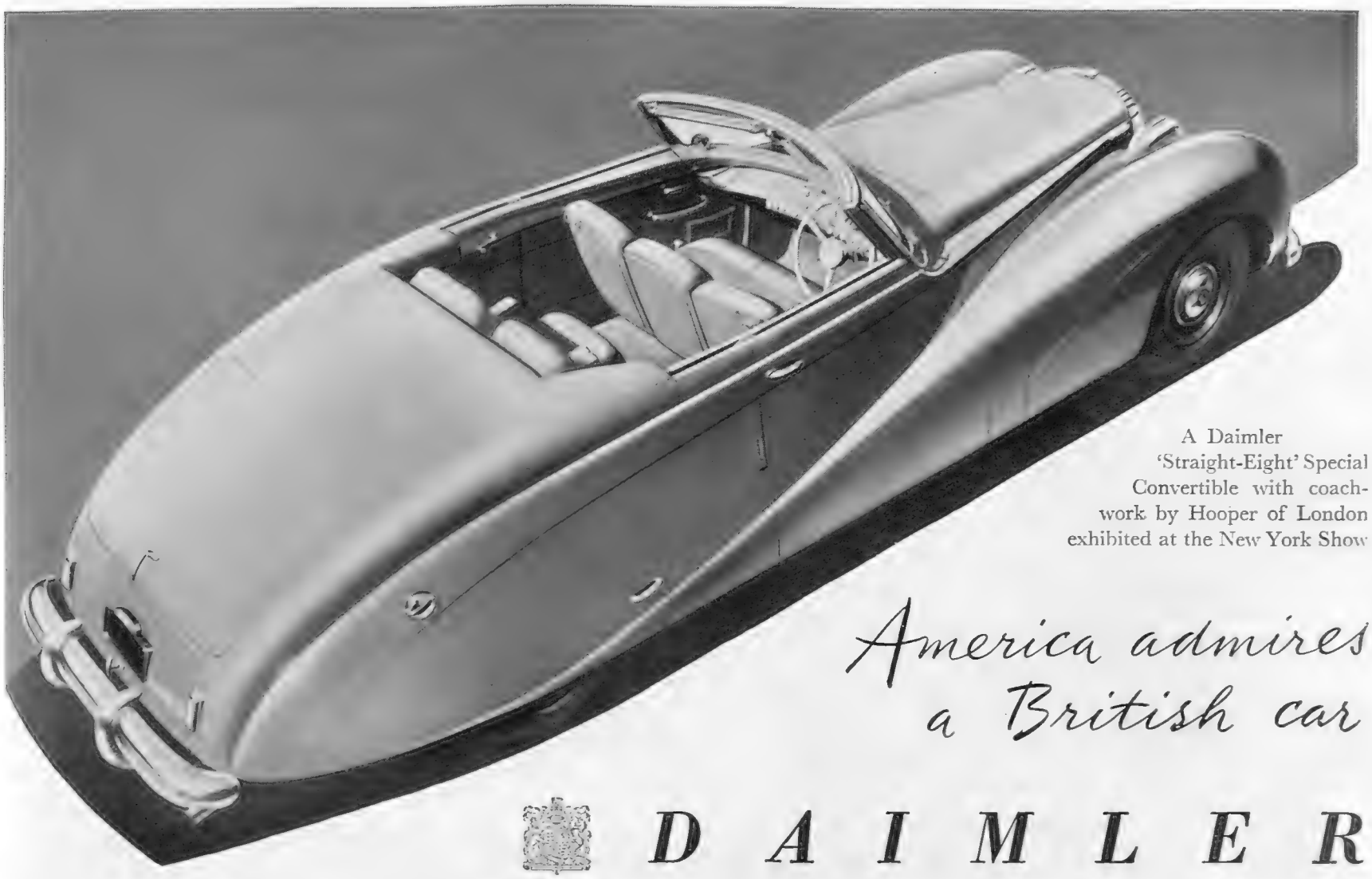
Most people who go to Kimberley are shown the biggest man-made hole in the world, the mine from which 250,000,000 tons of rock were excavated when the South African diamond fields came into existence. Not a few people come away from Kimberley wondering why the town itself has so little to show for all the wealth that has come from that stupendous hole and other diggings in the vicinity. They may well ask; and in a measure Eric Rosenthal gives the answer in his book HERE ARE DIAMONDS (Robert Hale. 15s.) It is a well-told story, with man's passionate pursuit of wealth uppermost, and, taken all in all, it does not reflect much credit on the human race. The author, a South African, has a host of good anecdotes at his command.

It is difficult nowadays to imagine that there were times when it rarely occurred to people to place flowers in a vase for the sake of their beauty, fragrance and colour. In FLOWERS: THE FLOWER PIECE IN PAINTING (Longmans, Green. 30s.), Hermine van Guldener shows that this decorative art only became general in the nineteenth century, although in much earlier days the North Italians were accustomed to place pot plants in front of windows. This is a fascinating volume, with forty examples of flower painting through the ages given in full colour, starting with Duccio di Buoninsegna and Fra Filippo Lippi, and ending with the work of Marc Chagall and Dick Ket. Another charming flower-book is Audrey Hatfield's FLOWERS TO KNOW AND GROW (Castle Press. 12s. 6d.). Miss Hatfield's drawings are delightfully reminiscent of the old flower engravings now so keenly sought after by collectors

The late Lionel Wendt, a barrister who was also no mean musician and at the same time a brilliant photographer, produced some magnificent pictures of his native Ceylon, and the best of these are reproduced in LIONEL WENDT'S CEYLON (Lincolns Prager. 42s.). Some of the work is deeply imaginative, and all of it would seem to reflect the spirit of the island Dominion Wendt loved so well.

THE TAVERN, the third and last volume of Marguerite Steen's *Spanish Trilogy*, is now republished (Falcon Press. 10s. 6d.). This vivid novel, with its faithful background of Granada, will be re-read by many with deep pleasure.

Two works of technical interest for the collector are Charles Nagel's AMERICAN FURNITURE 1650-1850 and Lura Watkins's AMERICAN GLASS AND GLASS-MAKING. Both are published by Max Parrish at 15s.



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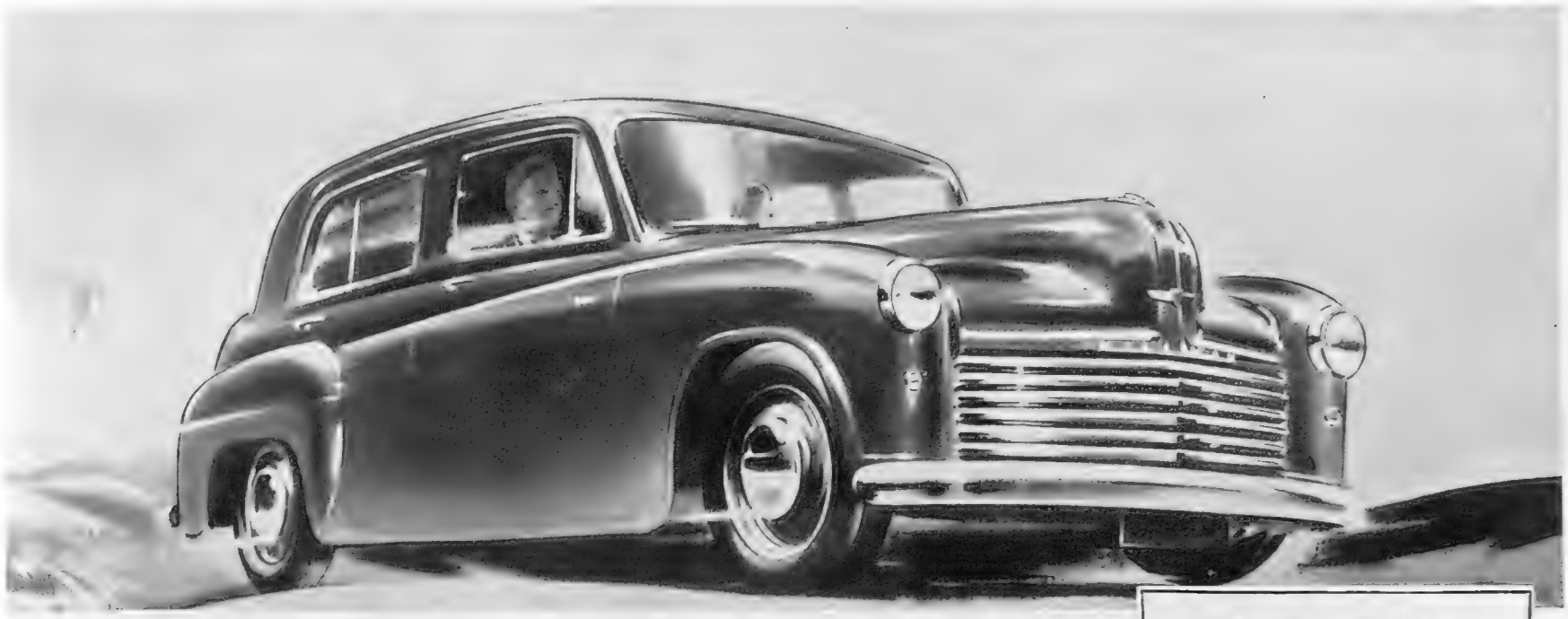

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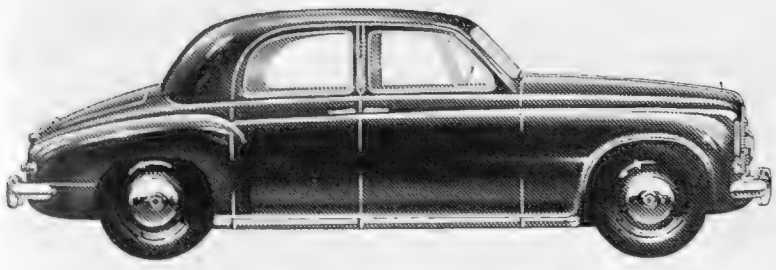

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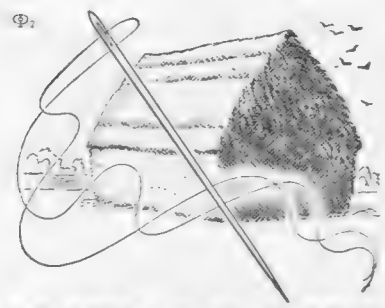

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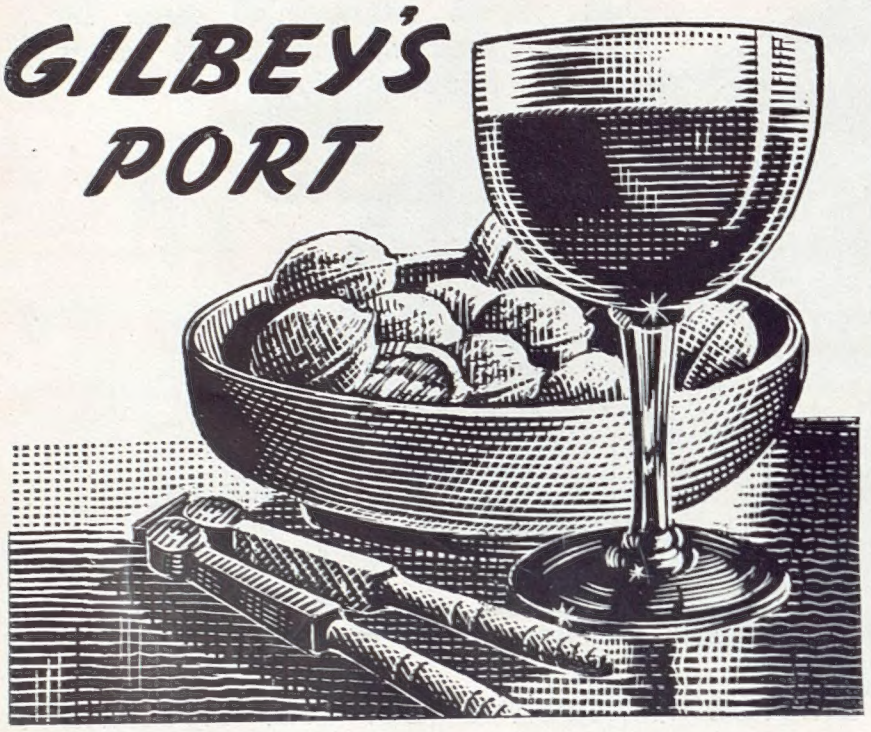

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